



— “ CANADA ” —

A PORTFOLIO OF ORIGINAL

Photographic Views of Our Country

400 PHOTOGRAPHIC VIEWS

IN HALF-TONE

Of Mountains, Rivers, Lakes Forests, Cities, Towns and Other
Picturesque Features of the Land we Live in

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Officers 48th Highlanders, Toronto
Below the Cove on the Thames

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25/11/53

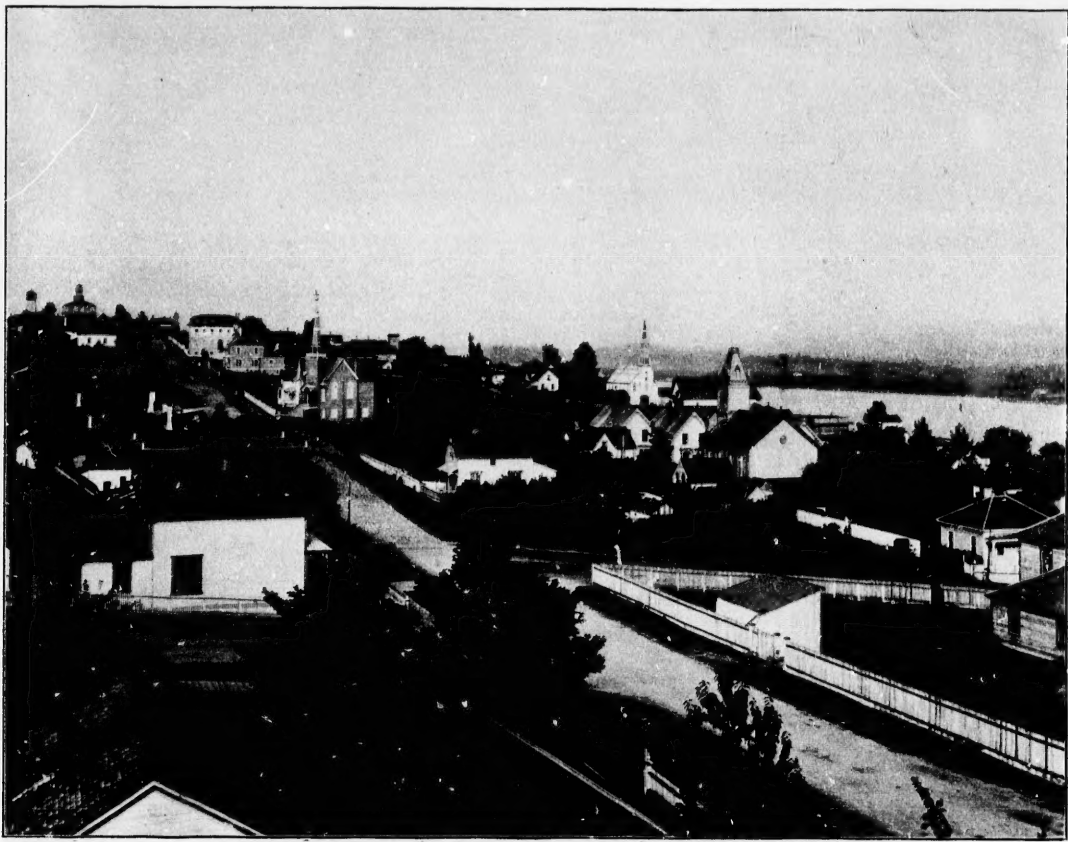
Ketcheson

Lorne Pierce



TORONTO MAGNETIC OBSERVATORY.—The weather factory, as the building in the engraving is facetiously called, excites a great deal of interest throughout the Province of Ontario, and even the other provinces of the Dominion. From this low glass-domed building go out the daily weather "probs" by which, to a greater or less degree, the affairs of the Dominion are governed. But in addition to this popular part of the observatory it has functions of a scientific and national character with which, however, the ordinary individual has little interest. The building, with the others connected with it, is situated close to the Provincial University in Toronto.

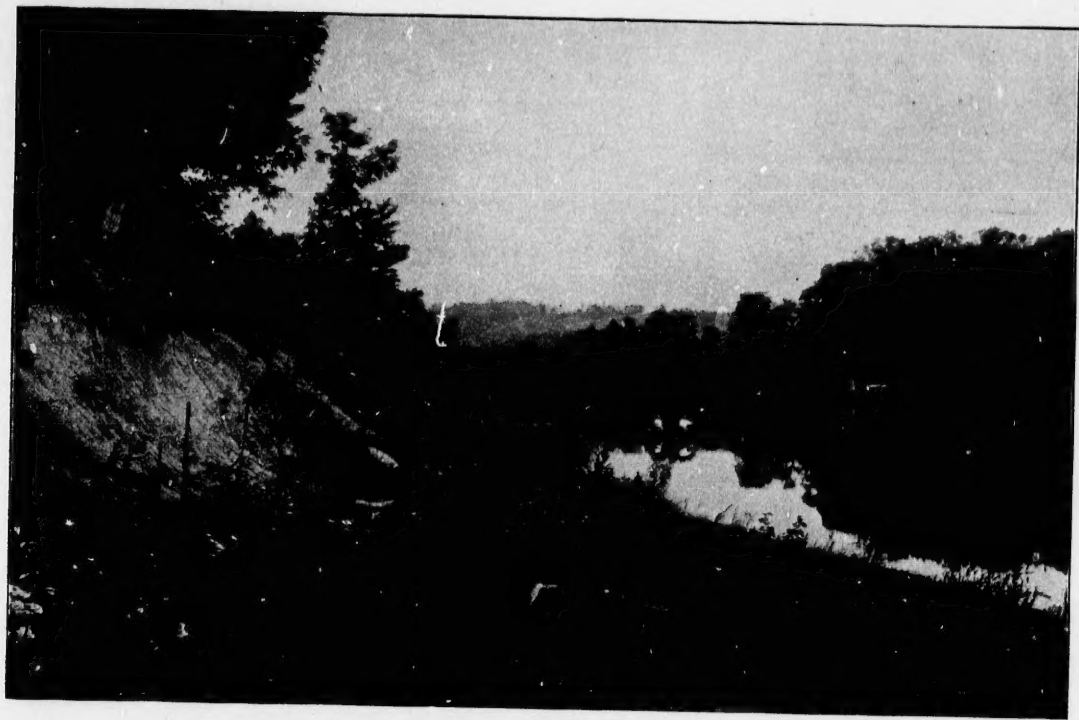
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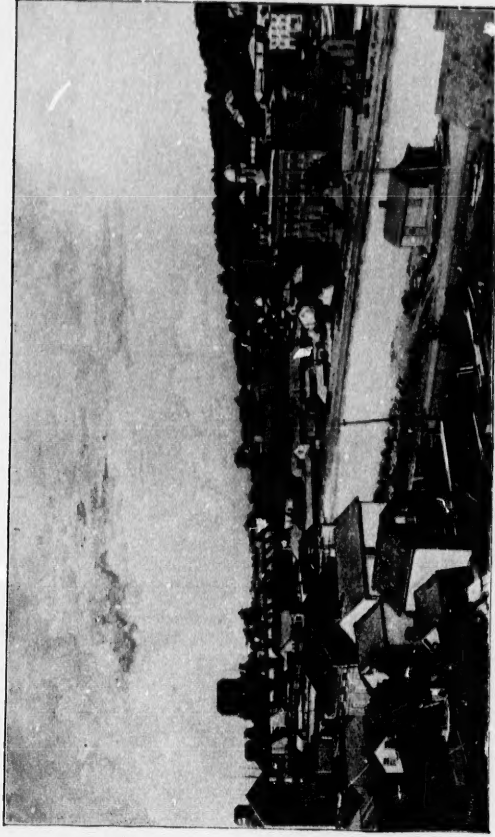
NEW WESTMINSTER, B.C.—This is one of the most important centres in the Pacific Province. It is a city of 8,000 inhabitants, pleasantly situated on the right bank of the Fraser river, about fifteen miles from its mouth. It is the oldest settlement in this region, dating from 1853, and carries on a large business in salmon-canning and lumber. Its manufacturing industries are important. The city was the Provincial capital of British Columbia for several years, and contains the Provincial Penitentiary and Insane Asylum, Royal Hospital, and other public institutions. Small steamers ply between New Westminster and Victoria, Vancouver, Nanaimo, and other points on the Fraser river.



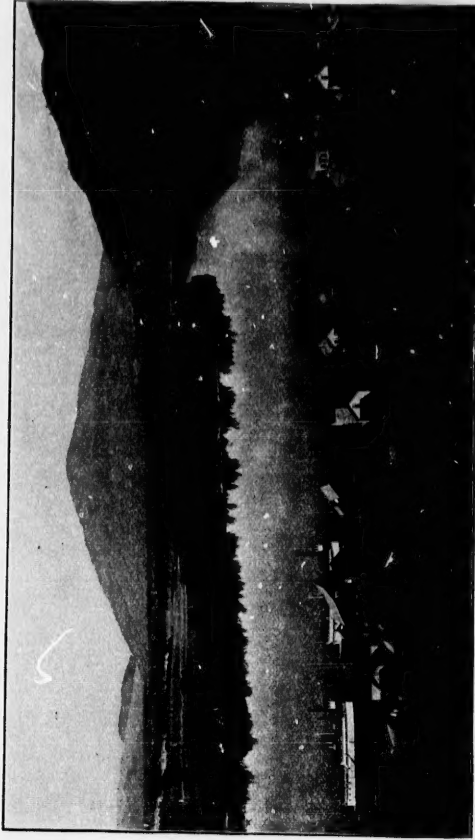
THE PRINCE'S LODGE, ON BEDFORD BASIN, NEAR HALIFAX, N.S.—The small round building shown in the engraving is situated at the distance of a pleasant drive out of Halifax, between that city and the town of Bedford, where many Haligonians have their summer residences. The quaint little structure is perched upon the crest of a pretty wooded knoll, and is so close to the Intercolonial railway that it almost shakes to the thunder of the passing trains. The retreat is distinguished by memories of the sojourn of the Duke of Kent in Halifax, and of the lady whose name was in those days so intimately connected with his.



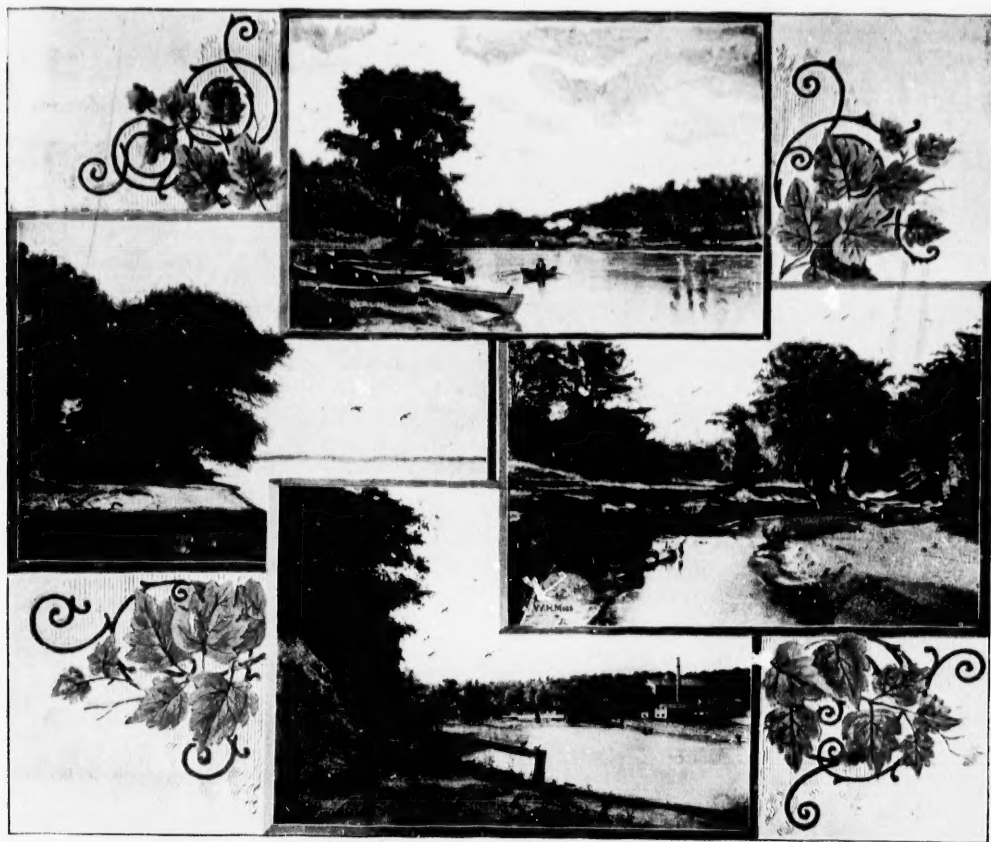
EGG ISLAND ON THE THAMES.



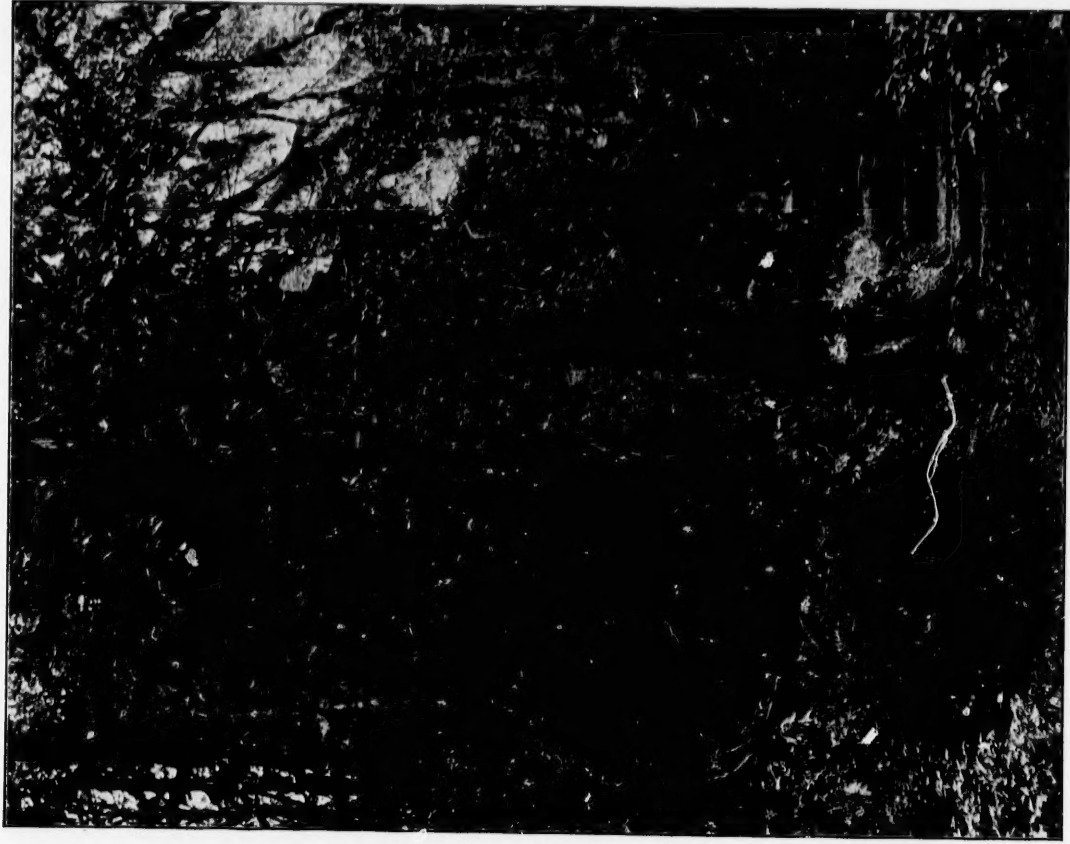
TOWN OF PORT HOPE. ONTARIO.



VALLEY OF THE NORTH THOMPSON RIVER, KAMLOOPS, B.C.—At the town of Kamloops, a place of 2,000 inhabitants, a railway divisional point and principal town in the central part of the Province, the broad valley of the South Thompson River is intersected by that of the North Thompson, which comes down from the Cariboo Mountains 200 miles northward. Its course is, for the most part, through a series of canons, the terrors of which are vividly portrayed in the book of Milton and Chesdell, who descended the river in the course of their celebrated journey. This accounts for its other name Clearwater, its rock-crilled currents showing none of the soil that clouds the yellow South Fork.



GROUP OF VIEWS NEAR TORONTO.



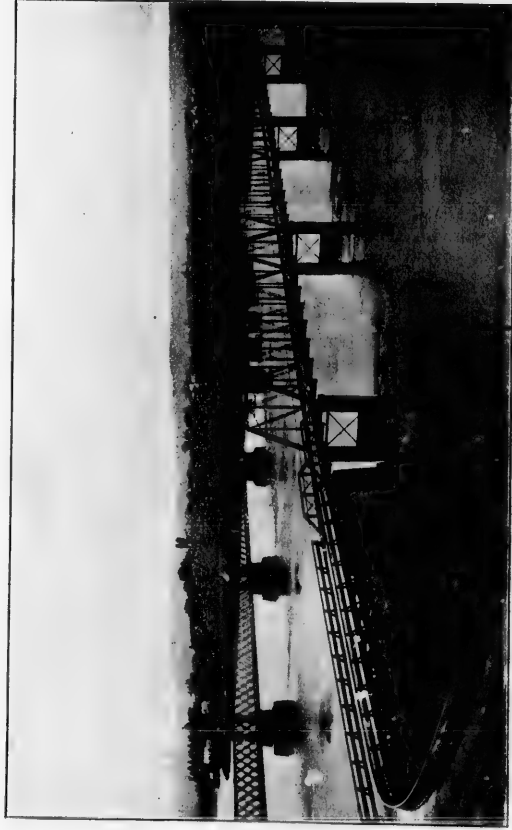
STANLEY PARK, VANCOUVER, B.C.—This magnificent park is the chief attraction of Vancouver to the tourist. It is 960 acres in extent, and this princely domain the youthful city has laid out with commendable promptitude. It is composed of the wooded peninsula, connected with the west side of the city by a long bridge. A beautiful drive from the city is around the road encircling the park—nine miles—by which splendid views are afforded of English Bay, the Gulf of Georgia, and Burrard Inlet. The shell drive on the side next the harbor is, perhaps, the best part of the drive, and a magnificent view is obtained there from Brockton Point, at the foot of which lies the wreck of the *Beaver*, the first steamer that reached this district via Cape Horn.



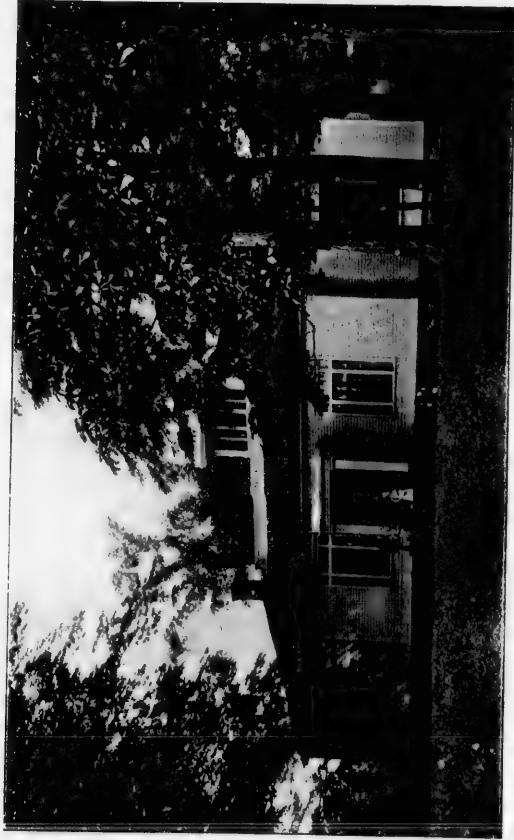
TRAIL TO FAIRVIEW FROM PENTICTON, B.C.



DRESSING TROUT FOR MARKET ON LAKE SUPERIOR.—The fisheries of the great inland lakes comprise one of the important sources of Ontario's wealth. The great fresh waters of the Dominion teem with fish, and the policy of both Governments has for years been to encourage and protect their propagation.



WINDSOR BRIDGES, N.S.



THE SAM SLICK HOUSE, WINDSOR, N.S.—Among the names of which Nova Scotia is proud, and with good cause, is that of Judge Hailburton, whose writings, under the name Sam Slick, form one of the lasting contributions to Canadian literature. The engraving is of the house in which he lived, near Windsor, Nova Scotia. The estate is called Clifton, and it is a delightful place, set upon a hill overlooking the Avon river. The old country house, embowered in ancient trees, although no longer belonging to the Hailburton family, is still always known as the Sam Slick House. The Avon river forms the harbor of Windsor. It is a large tidal river emptying into the Basin of Minas, twelve miles below the town. At high water it is like an inland sea, at low tide it is but a rivulet.

is called Clinton, and it is a delightful place, set upon a hill overlooking the Avon river. The old country-house, embowered in ancient trees, although no longer belonging to the Hailburton family, is still always known as the Sun Slick House. The Avon river forms the harbor of Windsor. It is a large tidal river emptying into the Basin of Minas, twelve miles below the town. At high water it is like an inland sea, at low tide it is but a rivulet.



ON THE BEACH AT CACOUNA.—Cacouna, situated on the St. Lawrence river, below Quebec, claims to be one of the most fashionable of Canadian summering places. Many families have cottages there, and spend the summer months enjoying the fine scenery, air, and water pleasures which the spot affords. The village contains about 600 inhabitants, nearly all French, and near it, on the beach, is a small settlement of Indians, who do a trade in souvenirs. Its situation commands a fine view of the St. Lawrence, and is backed by the dark Laurentian mountains.



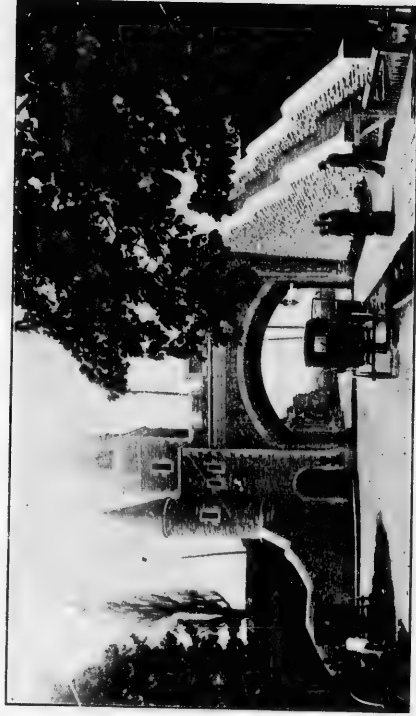
LAKE EDWARD is along the railway between Quebec City and Lake St. John. It is 113 miles from Quebec, and is a fine body of water, twenty miles long, and studded with countless islands, so that it is called Lac des Grandes Isles. It is well stocked with fine trout, often five pounds in weight, the fishing for which is free to all patrons of the railway.



CUSTOM HOUSE AND POST OFFICE. PERMANENT EXHIBITION BUILDING. COUNTY ACADEMY (HIGH SCHOOL),
 GROUP OF PUBLIC BUILDINGS, HALIFAX, N.S. DEAF AND DUMB INSTITUTE.



MAGAGUADAVIC FALLS, AT ST. GEORGE, N.B.



ST. LOUIS GATE, QUEBEC.



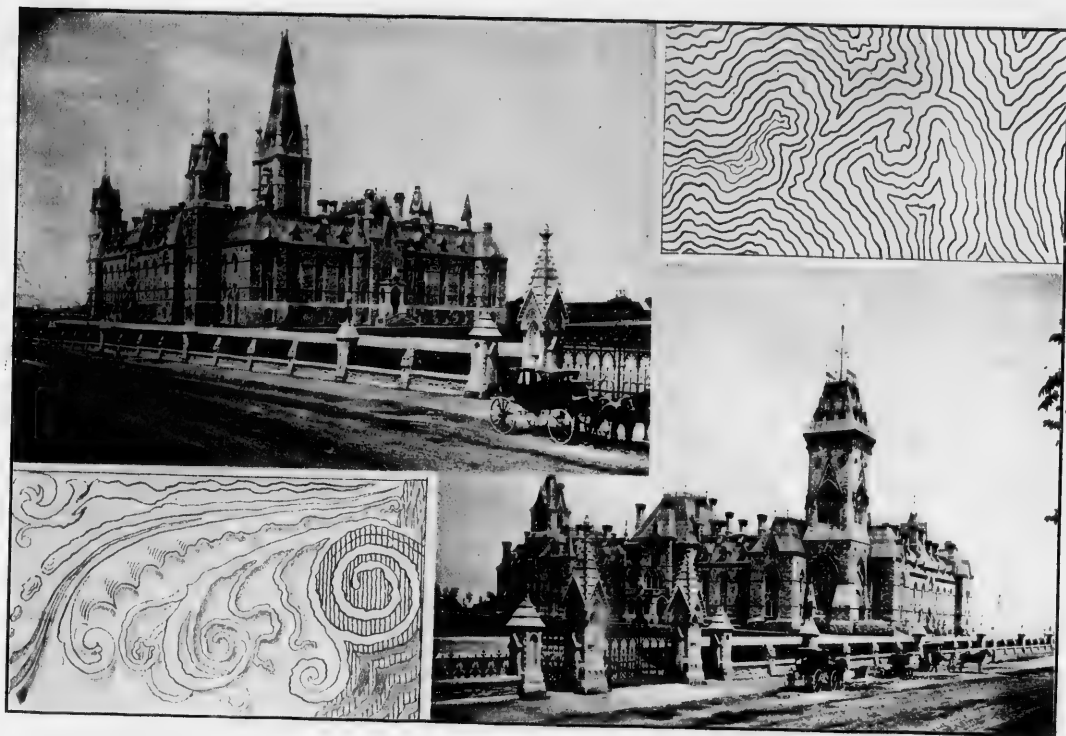
THE BISHOP'S ROCK, GRAND MANAN ISLAND.—Grand Manan is an island belonging to New Brunswick, but lying eight miles from the coast of Maine, near the entrance to Passamaquoddy Bay. It is twenty-two miles long and three to eight miles wide. In 1891 it had 2,400 inhabitants. It possesses some of the finest cliff scenery in America. The main occupation of the people is cod, haddock, pollock, halibut, and herring fisheries. North Head is the chief village on the island. Following the road leading north from this place is where the rock shown in the engraving is found. It is the northern extremity of the island, the Old Bishop or Bishop's Head. The island offers to summer tourists the attractions of seclusion, a cool, though somewhat foggy climate, fishing and shooting, and inexhaustible penitence.



MAIN ENTRANCE, NEW PARLIAMENT BUILDINGS, TORONTO.—The buildings are of brown stone, and the character of massiveness is what impresses one upon seeing them. This effect is nowhere more prominent or more gracefully and proportionately obtained than by the design of the main entrance, shown above. The wide strong porches are abundantly able to support the main tower, which rises above it, while the polished granite columns, though taking nothing from the strength, add a decorative touch. The carving is beautiful in its design and workmanship. Taking it altogether, the broad stone entrance, with its spaciousness, massiveness and beauty, is one of the triumphs of modern architecture. The gun which is seen in the picture is one of a pair of Russian pieces taken at Sebastopol during the Crimean War, and sent over to Canada by the Queen.



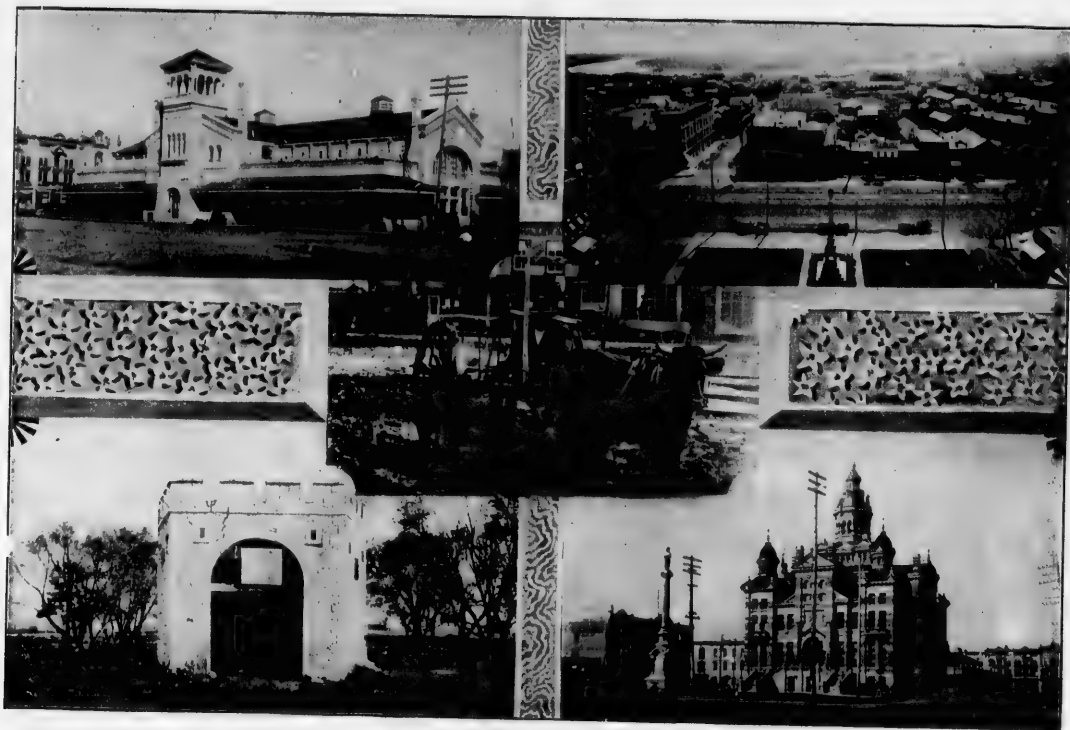
CENTRAL BLOCK, PARLIAMENT BUILDINGS, OTTAWA.—The Parliament buildings are beyond comparison the finest edifices in the Dominion, and with the exceptions of the United States capitol at Washington, and the New York state capitol at Albany, the finest probably in America. They occupy an elevated plateau of nearly thirty acres, which rises 150 feet, almost perpendicularly, above the Ottawa river and the locks of the Rideau canal, by which it is surrounded on three sides. The Parliament Buildings are generally known as the Eastern and Western and Central blocks. The latter, which is shown in the above picture, contains the two legislative chambers and parliamentary offices, and the library. The Central block was built by Hon. Thomas McGreevy, of Quebec; operations were commenced in the last days of 1859. The first contract price for the Central block was \$348,500, but that sum was very much exceeded.



EAST AND WEST BLOCKS, PARLIAMENT BUILDINGS, OTTAWA.—The group of Parliament buildings are admitted by everyone who has seen them to be one of the most perfect examples of modified twelfth century Gothic architecture on the continent. The East and West blocks, which are shown above, contain the departmental offices; with the central, or legislative block, they form three sides of a square, enclosing beautiful grounds. The buildings were commenced in 1859, but were not completed until the fall of 1866, or four-and-a-half years after the time agreed upon. Their cost originally was to be \$278,810, but the sum was considerably exceeded. The buildings are principally cream-colored sandstone, the dressings, stairs, gables, and pinnacles are of Ohio freestone, while a pleasing variety is given by the relieving arches of red Potsdam sandstone over the window and door openings. The high tower in the Western block is known as the Mackenzie tower, so called after the late premier.



RED SUCKER TUNNEL.—Red Sucker tunnel is a cutting on the Lake Superior section of the Canadian Pacific Railway, between Port Caldwell and Middleton stations. It is something over 400 feet long, and is made through a nose of rock, which is formed by the incursion into the shore of an arm of Lake Superior running into what is called Red Sucker Cove. It is one of a number of tunnels along that rocky country, where the railway, while it has necessitated many engineering feats, one of which, close by Red Sucker tunnel, is a "four-dicker" trestle, yet furnishes to the tourist magnificent scenery of wild and rugged grandeur. The tunnel is about 165 miles east of Port Arthur.



CITY MARKET.
LAST REMAINS OF FORT GARRY, NORTH GATE.

WINNIPEG VIEWS.

LOOKING EAST FROM CITY HALL,
CITY HALL AND SOLDIERS' MONUMENT.



DEVIL'S GATE, BEAVER CANYON.—Devil's Gate is one of the boldest and wildest places in the scenery in British Columbia. It is situated about twelve miles from Donald, on the main line of the Canadian Pacific Railway. The water that passes through the colossal gateway is called Beaver Creek, which joins the Columbia river a short distance farther on. The traveller by the railway approaches Beaver Valley through tunnels and deep rock cuttings, and, having entered it, commences the ascent of the Selkirk mountains. The whole country is covered by dense forests of enormous trees, which, with valleys, canyons, rushing streams, and mountain peaks of fantastic shapes and colors make up a scenic panorama of Titanic grandeur.



THE GRAND BATTERY.
CÔTE OF ABRAHAM.

QUEBEC VIEWS.

ST. LAWRENCE RIVER, FROM CITADEL.
PARLIAMENT BUILDINGS.



ICEBERGS.—Icebergs form the chief danger of navigation in the North Atlantic ocean, between Europe and Canada. Sometimes these mountains and fields of ice have served as a means of safety to persons who have taken refuge, or floated off with them accidentally. They are, however, always a cause of great anxiety to mariners, and particularly off the coast of Newfoundland, where the dense fogs make them more dangerous. From Labrador icebergs are floated with the ocean currents past Newfoundland. Meeting, near the Great Bank, the warming influence of the Gulf Stream, they usually disappear about latitude 42 degrees; the extreme limit is in latitude 40 degrees. They are usually seen in numbers, moving on together. The dimensions of the largest are measured by miles. Their height runs up to 300 feet in some cases, and it will give some idea of their size when it is remembered that only about one-eighth part of their bulk is seen above water.



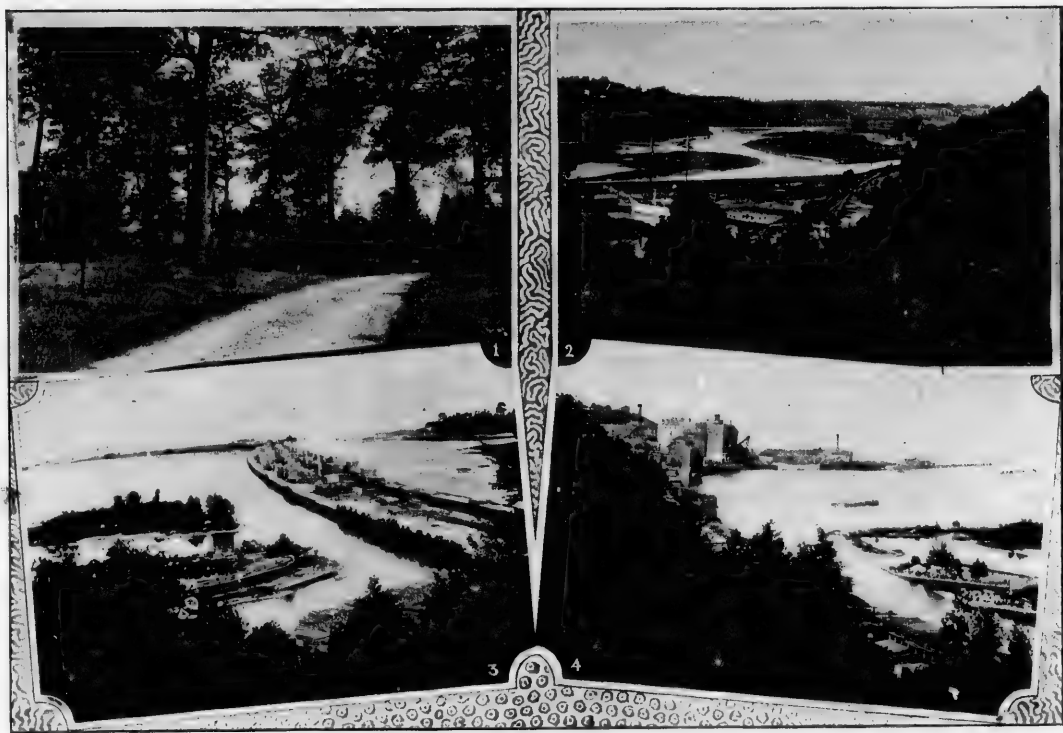
GRAND FALLS.—The Grand Falls of the St. John river is one of the most beautiful places in New Brunswick. Here the river, after receiving in its upper course the waters of many spacious lakes and tributary streams, extending almost to the St. Lawrence, discharges its accumulated flood over a perpendicular fall of seventy-five feet into a rocky gorge not more than 250 feet wide, with overhanging mural sides, in some places of the height of 240 feet, and almost a mile in length. In passing through this rocky vault the water has a further fall of sixty feet. All the timber from the upper forests comes over the Falls, and jams sometimes occur in which vast numbers of logs are held fast. The suspension bridge belongs to the Temiscouata Railway. The Falls is the head of navigation



THE HUMBER.—The Humber river and its valley is a favorite picnic and Saturday outing rendezvous for Toronto families. It is convenient, being at the western confines of the city, and easily reached by street cars which run almost to the point where it flows listlessly into Lake Ontario, if, indeed, the holiday-makers do not prefer to go by row-boat or canoes. The pretty little stream is not navigable for craft larger than a small steam launch. Its banks are gently sloping, green sodded and wooded, and its course twists and turns with a fascinating fickleness. There are many exquisite bits of quiet beauty which have furnished local artists with successful subjects.



THE MOUNTAIN, HAMILTON, to the people is a natural feature of great interest as well as healthful properties. Upon its top a park has been laid out to which holiday-makers go to breathe the clear air that is freshened by the breezes that blow from the lake. The side of the mountain is dotted with the villas of the well-to-do citizens, and the dark foliage with which the mountain-side is clothed is broken by the painted walls of summer residences. From the mountain-top is presented a vast stretch of beautiful country, the busy city at the immediate foot, fertile fruit farms in well-ordered array, the bay with its steamers and sailing vessels, and the great lake stretching out bright and dazzling, till it meets the line of the sky.



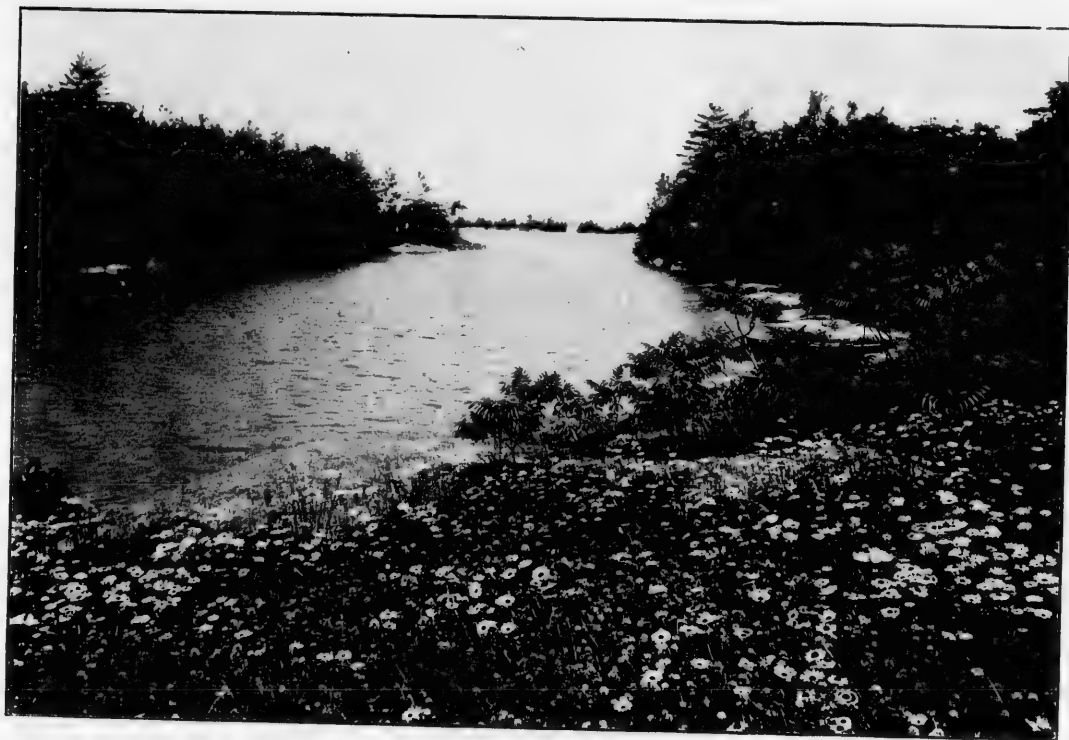
THE TOWN OF GODERICH has a splendid situation upon the shore of Lake Huron. It is possessed of a splendid harbor in which the craft that sail the turbulent waters of that lake are accustomed to take refuge when stress of weather makes it necessary for them to seek harborage. For the improvement and maintenance of the harbor large sums of money have been spent by the Dominion Government. It has thus become one of the most important of the western lake ports of the Province of Ontario. A fleet of fishing boats make this their home, but the number of larger craft that sail out of Goderich is smaller than it was some years ago. The views which are given above show something of the variety and beauty of the scenery which is furnished by the town and its vicinity. This has been long recognized by those people to whom the picturesque parts of Ontario are known.



H.M.S. "CANADA" is an unarmored steel cruiser of the third class. She was launched at Portsmouth in 1881, and came very soon after to join the North Atlantic squadron, where she has been ever since. When she came over first she brought Prince George, by which means the incident is memorable in Halifax. The "Canada" is 225 feet long, 44 feet 6 inches beam, and 19 feet 1 inch draught. Her armament is ten six-inch five-ton guns, eight machine, and three light guns; her speed is thirteen knots an hour, and her original cost \$104,500. The Graving Dock at Halifax was built by an incorporated company five or six years ago. The Imperial and Dominion Governments made grants to the work, and Her Majesty's ships are to have precedence in its use. Its cost was in the neighborhood of a million dollars.



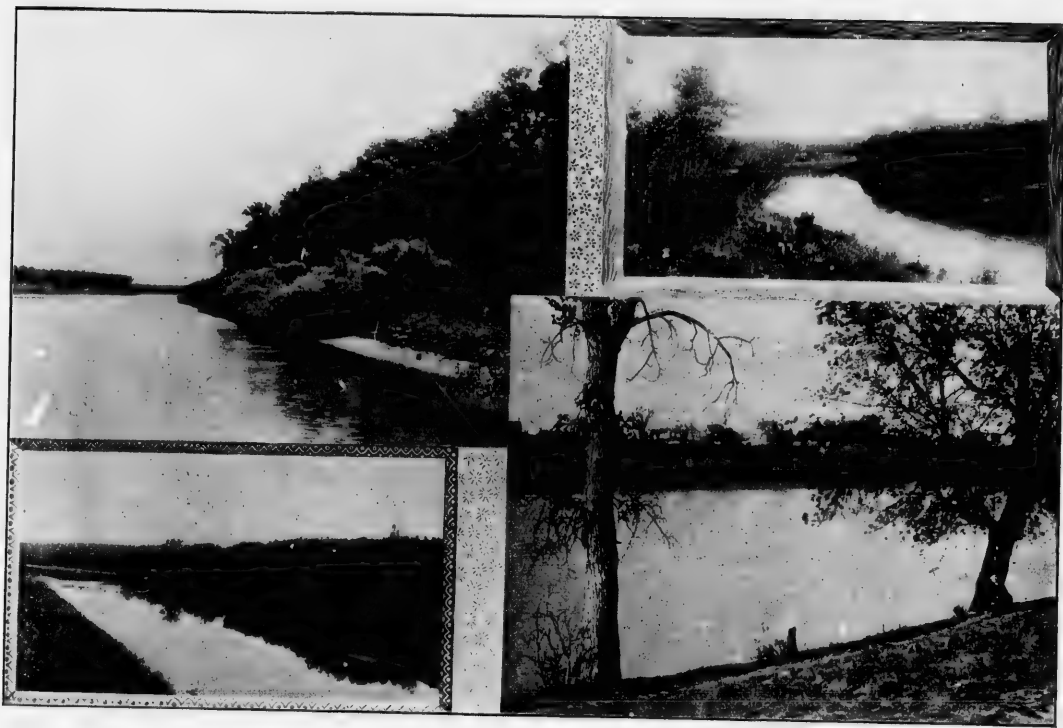
MONTREAL HARBOR is the commercial gateway of the Dominion. Its docks are visited annually by upwards of 750 sea-going vessels, of over one-and-a-quarter million tonnage, navigated by 24,000 seamen. Of inland vessels the number that arrives during the year is about 5,500, with a tonnage of a million-and-a-quarter. There are sometimes as many as 150 inland craft vessels in the harbor at one time, and forty-five sea-going vessels. The annual wharfage dues on imports and exports amount to over \$250,000.



AMONG THE THOUSAND ISLANDS.
MARGUERITE CHANNEL.



CHAUDIERE FALLS, OTTAWA.—One of the most noted physical features of the valley of the Ottawa is the rocky cauldron into which the waters of that noble river pour within sight and hearing of Parliament Hill. The Chaudiere is one of the greatest water falls on the continent, and worthy of special admiration by a practical generation for its usefulness as well as beauty. Its magnificent falls and roaring cascades do more than make a noise. Its edges on each side are lined with many splendid lumber mills and other manufactories, whose wheels are turned—as well as the machinery that generates electric power for Ottawa city's lighting and street railway—by the vast volumes of rushing waters that ceaselessly thunder over and into the rocky basin. The bridge which spans the Ottawa river to connect the city with the town of Hull, and also to maintain communication between the Provinces of Quebec and Ontario, is so close to the Falls that their spray is blown into the faces of passengers. The bridge seen in the picture is the new Canadian Pacific Railway iron bridge.



ON THE RED RIVER,
(South of Elm Grove).
ASSINABOINE RIVER,
(Looking East from Osborne Bridge).

WINNIPEG VIEWS.

ASSINABOINE RIVER,
(Armstrong Point, Looking West).
VIEW ON RED RIVER,
(Point Douglass).



THE NARROWS,
Icebergs in the Distance.

BAY OF ISLANDS.

ST. JOHN'S, NEWFOUNDLAND, SCENES.

A PEEP THRO' THE FOLIAGE.

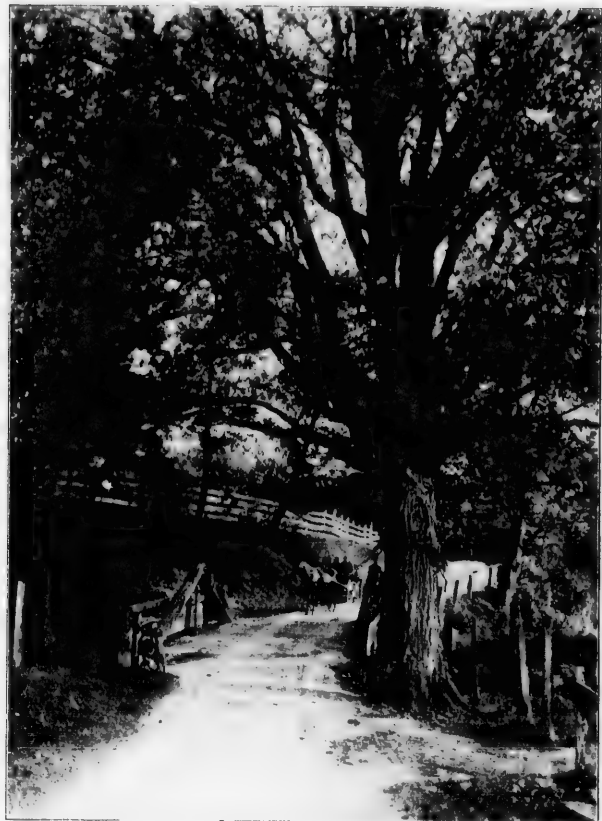


THE MOUTH OF THE HUMBER,
Bay of Islands.

SHIPPING IN ST. JOHN'S HARBOR



NEATH LORDLY OAKS.

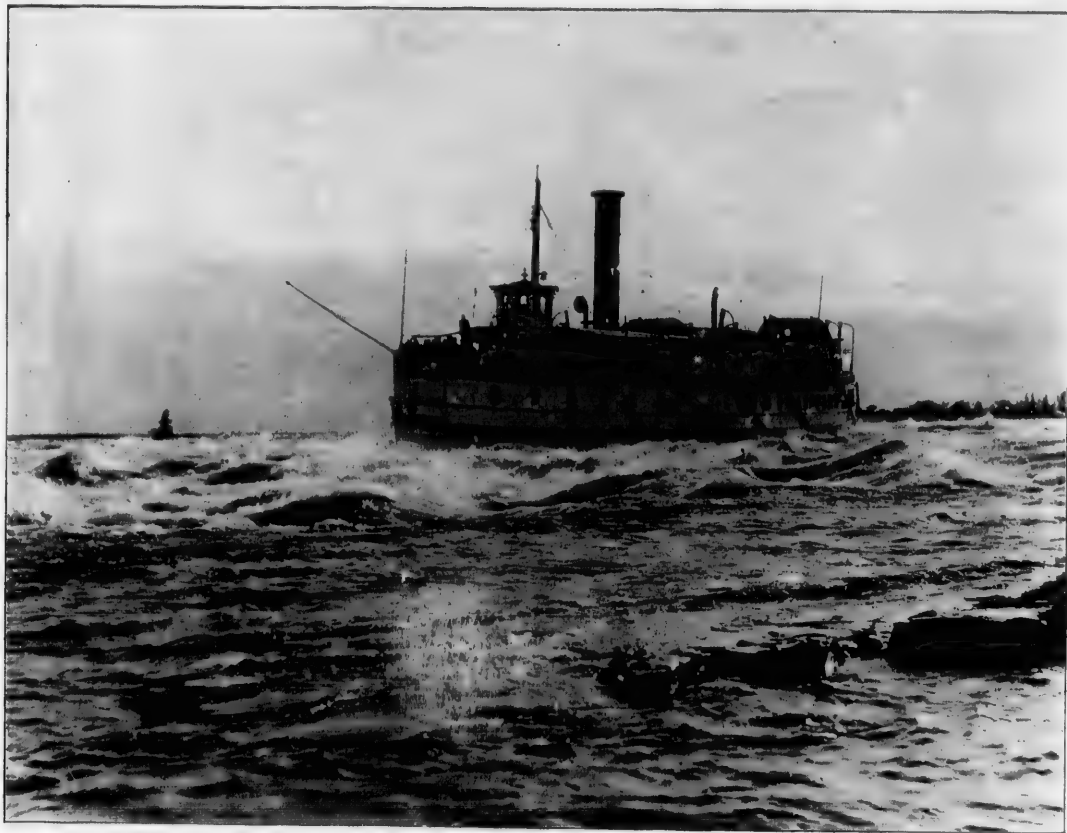


EAST TORONTO VIEWS.

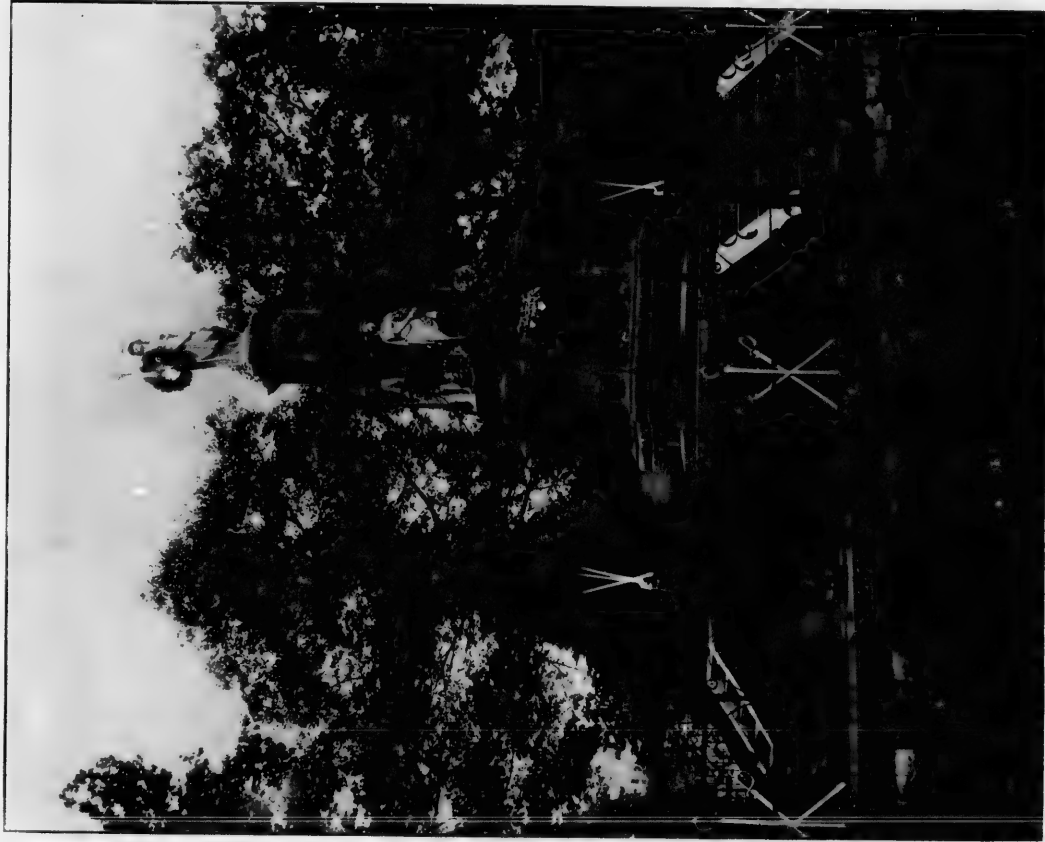
A SHADY DRIVE.



WELLINGTON STREET, OTTAWA.—Wellington street, Ottawa, is familiar to everyone who has visited the Canadian capital. It is the street upon which the Parliament buildings front, and presents the finest row of private buildings in the city. The iron and stone fence shown in the picture is the boundary of the Parliament grounds. The splendid stone and brick structures are occupied by the banking and financial institutions which find a profitable field at the seat of government. The large stone pile at the left, however, is a public departmental building, known as the Langevin block; in that the Post Office and Agricultural offices are, also the Patent Department. Alongside it is the Rideau Club, the rendezvous for the politician, lobbyist, and superior civil servants.



LACHINE RAPIDS.—The above picture of the steamer "Passport" in the Lachine rapids is the only photograph ever taken of a steamer in the descent. This famous rapid is a scene of wild grandeur. Waves are lashed into spray, and into breakers of a thousand forms by the submerged rocks, which they are dashed against in the headlong impetuosity of the river. The steamers running there now pass with lightning speed within a few feet of rocks, which, did they touch them, would strew the rushing flood with shipwreck. The pilot, who has been taken aboard before the rapids were entered, must keep the vessel's head straight or else she would be submerged, and roll over and over, down into an abyss of waters on every side, of which breakers like dense avalanches are thrown high into the air. Then the boat floats out upon the calm unruffled bosom of "below the rapids." On the upward trip the rapids are avoided by the Cornwall Canal.



VOLUNTEER MONUMENT, QUEEN'S PARK, TORONTO.—The Volunteer Monument erected in the Queen's Park, Toronto, to the victims of the Fenian raid on the Niagara Frontier, in June, 1866, was unveiled in 1870, on Dominion Day, by Lord Lisgar, Governor-General of the Dominion. The structure is in three stories, surmounted by a figure of Britannia, with spear and shield. The height of the entire structure, independent of the terraces of earthwork, is thirty-six feet. The whole of the first storey is surmounted by an enriched cornice, on which stands the second storey, each panel of which contains a niche, holding statues of grief or faith, and the city areas of Toronto and Hamilton. The volunteers, to whom the whole Dominion joined to do honor, numbered seven killed in action, two who died from wounds, and six from disease contracted during the campaign. The steps and base are composed of Montreal limestone, and the remainder, with the exception of the statues, of Nova Scotia sandstone.

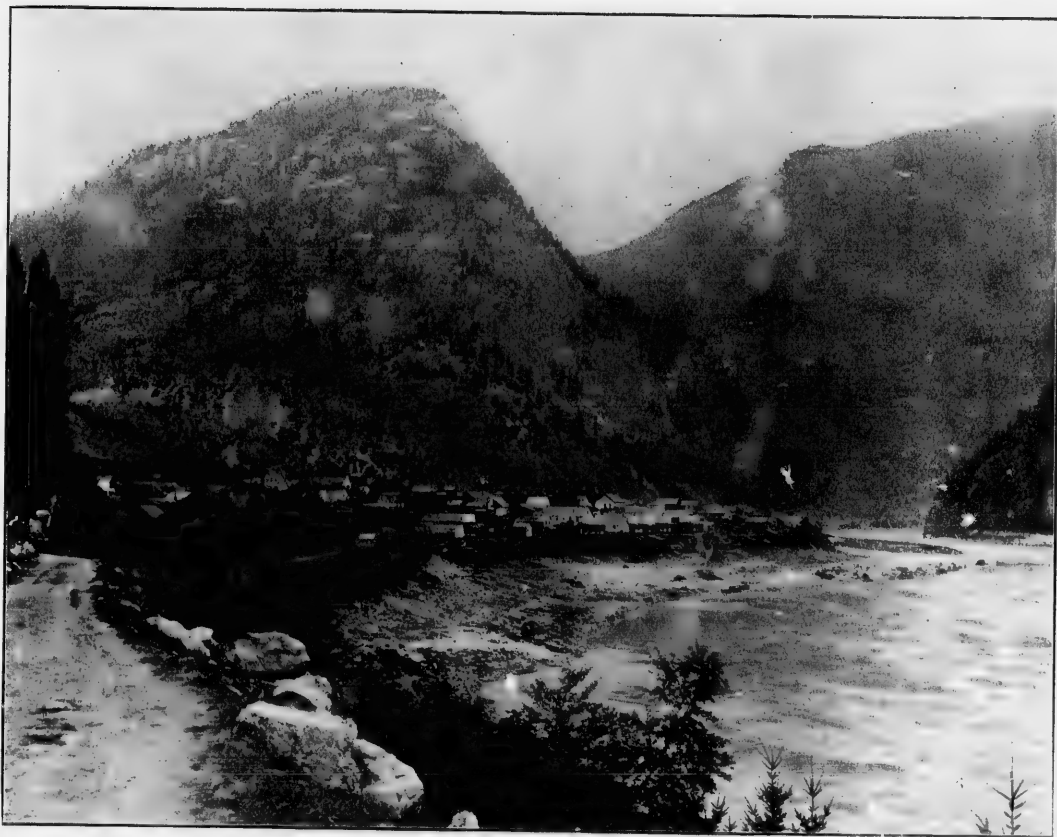
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STONEY CREEK.—Stoney Creek, in British Columbia, on the Canadian Pacific Railway, is one of the wildest pieces of mountain scenery which the panorama of travel in that grandly rugged Province presents. It is in the Selkirk range of mountains, and notable, not only on account of its picturesqueness, but also as the location of the highest railway bridge in Canada, and the second highest on the continent.



BURLINGTON BEACH.—Burlington Beach is one of the most popular resorts on Lake Ontario. It is a narrow strip of sand enclosing Hamilton Bay, and forming, for the citizens of that city, a beautiful summering place. There are hotels, and cottages, and club houses built upon it, and a considerable portion of the population of the murky manufacturing city lying across the bay, under the mountain, come across on Saturday afternoons to breathe the fresh air from the lake. The beach is reached by a branch line of the Grand Trunk Railway, and by a ferry line of steamers. The beach encloses the spacious bay, the only passage being a narrow cutting, whose piers serve as landing wharves for the steamers. The bathing is good, the beach being favorable for that sport, and the other attractions annually entice a large number of visitors from the United States.



YALE, B.C.—Situated on the Fraser river, has now a population of about 500. At one time it contained over 2,000 people. It was the head of navigation before the completion of the Canadian Pacific Railway, and passengers and merchandise for the interior were transferred from New Westminster to Yale in eight draught steamers. From there to Cariboo goods were freighted by mule and ox teams. In those days, before 1886, it was a very lively town, all the business of the interior passing through it. Now the steamers never ascend beyond Hope, fourteen miles below Yale, where cattle from over the Hope mountains are shipped in the summer time. Yale is now only a small village, with a beautiful situation, as shown in the picture, supported by placer mining in the immediate vicinity, in the Fraser river.



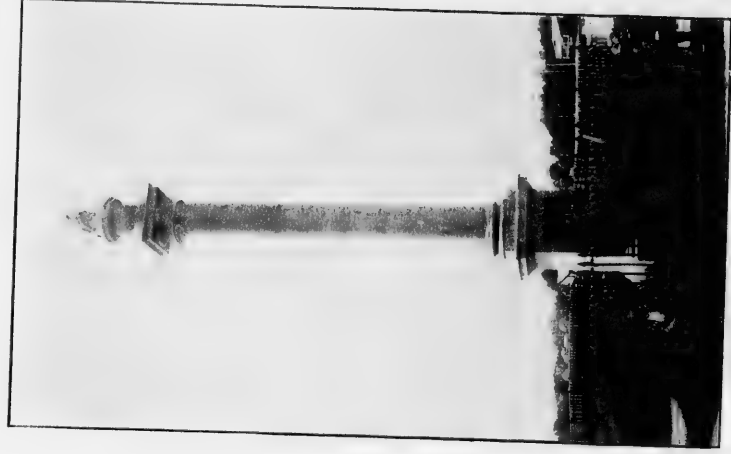
MOUNTAIN ELEVATOR, MONTREAL.—Montreal is most fortunate in the possession of a mountain park as beautiful as anything of the kind on this great continent. The mountain is about 900 feet above the level of the sea, and about 740 feet above the river level. The park consists of 462 acres. It was acquired in 1860 from various private proprietors as a result of a popular outcry over one of their number stripping the timber off his share of it, thereby disfiguring the side. A tablet on the summit records the visit to it of Jacques Cartier in 1535. The park is approached by winding drives and footpaths, and by the mountain elevator, which carries passengers in four specially constructed cars, some distance up towards the foot of the chief ascent, and then climbs a precipitous steep to the crest.



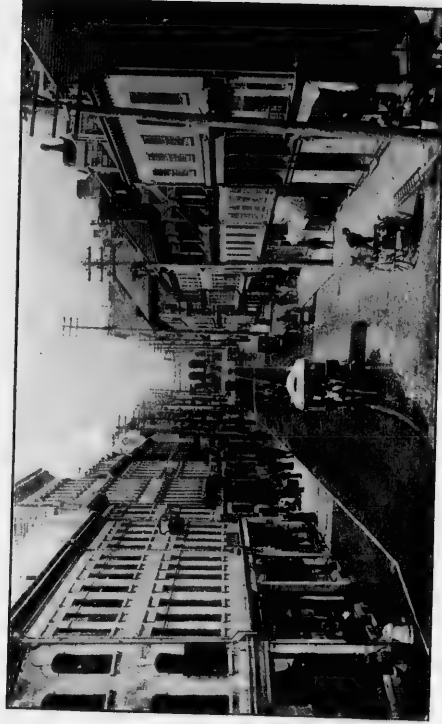
BOW RIVER AND BANFF.—The station of Banff, in the district of Alberta, North-West Territories, on the Canadian Pacific Railway, is famous both for the great beauty of the scenery in which it is set, and for the hot and sulphurous springs which possess wonderful curative powers and have already attracted thousands of people, many of them from long distances. The district for miles around has been reserved by the Canadian Government as a national park, and much has been done to add to the natural grandeur of the scenery. A large hotel has been built by the C.P.R., whose roof is discernible in the photograph over toward the twin peaks of the Rocky Mountains, which carry their snow-created tops almost to the sky.



TORONTO UNIVERSITY.—The buildings of the University of Toronto are worthy of the magnificent site upon which they are erected, and are entitled to rank among the finest architectural efforts on this continent. The only structure that can seriously claim rivalry with them are the Parliament buildings at Ottawa. They were completed in 1859. The material of the walls is stone, which imparts an aspect of great solidity. The architecture is pure Norman, and is finished with great elaborateness of detail. The principal front is toward the south, and is about 100 yards in length. The massive tower in the centre is 120 feet in height, and adds much to the mediæval aspect of the structure. The east front is 260 feet in length, and the west end is about 200 feet long. In February, 1890, fire destroyed a part of the structure, but the restoration has left its architectural beauty none the worse for its scorching.



WOLFE AND MONTCALM MONUMENT, QUEBEC.



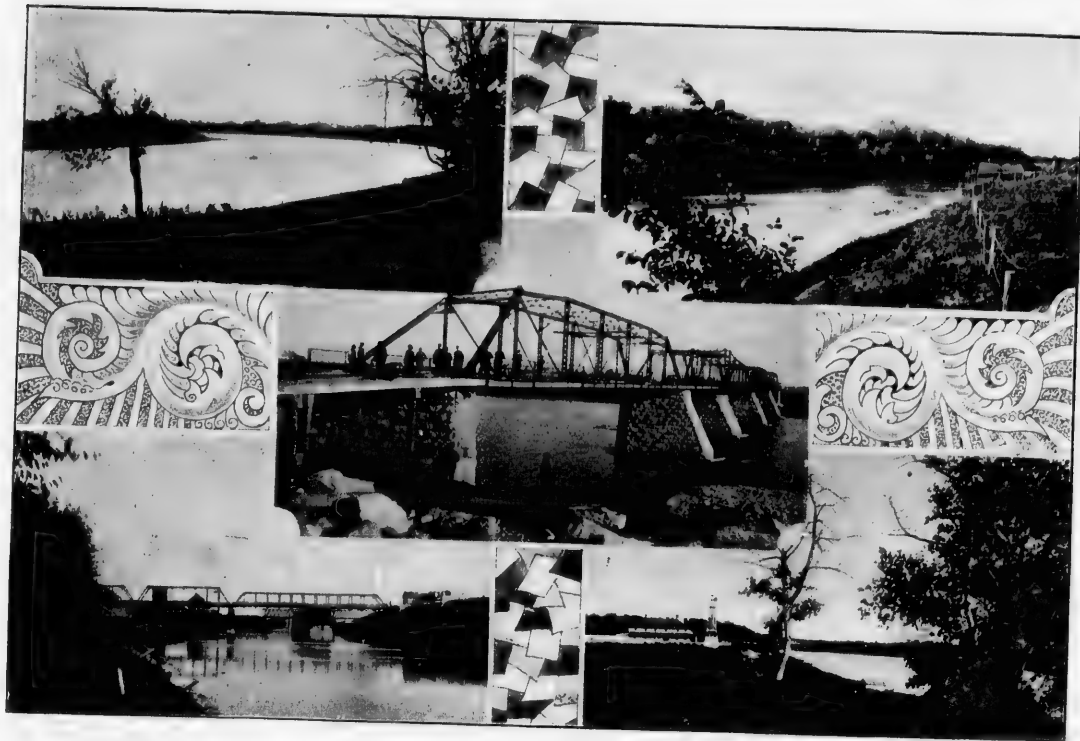
ST. JOHN'S ST., QUEBEC.



GOVERNMENT HOUSE, ST. JOHNS, NFLD.—The Island of Newfoundland, comparatively unknown to Canadians except in name, is one of the most delightful of summer holidaying places. The City of St. Johns, the capital, is the centre of some most charming scenery. Its population is upwards of 30,000. As is generally known, its form of Government is similar to that of Canada, and there will be no great change in the Island's institutions when it decides to come into the Dominion. The picture given above is the entrance to the Government House of the Governors. It is a spacious and substantial building, erected in 1828 by the Imperial Government at a cost of £30,000 sterling.



UPPER CANADA COLLEGE, TORONTO.—This provincial educational institution, dear to the hearts of thousands of "old boys" settled throughout Canada and over the whole world, was called into existence in 1829 by Sir John Colborne, during the term of his Lieutenant-Governorship of Ontario. Tenders for the erection of buildings were called for in that year, and the home for sixty years of this historic college was put under way almost concurrently with two other notable buildings, the old Parliament buildings and Osgoode Hall. The growth of the college making it necessary to enlarge the accommodations, the new buildings, shown in the photograph, were erected and moved into in 1891. Not only their situation, but their vast area and architectural design, make them handsome and attractive. The spacious grounds lie back of the ridge that bounds the City of Toronto on the north, and the fine tower and ample front of the building are conspicuous objects for some distance around.



RED RIVER LOOKING SOUTH FROM
ST. JOHN'S, WINNIPEG.
MAIN STREET BRIDGE AND N. P. RAILWAY BRIDGE.

NORWOOD BRIDGE OVER RED RIVER.
WINNIPEG VIEWS.

ASSINABOINE RIVER LOOKING WEST FROM
KENNEDY STREET.
RED RIVER LOOKING NORTH FROM ST. JOHN'S, WINNIPEG.



OSGOODE HALL, TORONTO.—The Westminster Hall and "Four Courts" of Ontario. It is one of the handsomest of the public buildings of Canada. It stands on six acres of land given to the Toronto Law Society by one of the early judges. The buildings were named after the first chief justice of English Canada. They were built in 1857-60, replacing the first building, which was an unpretending brick block. The edifice presents some of the best features of classical architecture, extending around three sides of a square. The front, with its portal arch and window, its frieze and pediment is of the Ionic order, modified by some features of Italian renaissance. The interior is still more striking. It is of Caen stone, the spacious colonades and other corridors being paved with tessellated stone work. Here are held the chief law courts of the Province of Ontario.



THE BASIN, HOT SPRINGS, BANFF.—Before the Canadian Pacific Railway passed over the Rocky Mountains, the hot sulphur springs at Banff were known for their curative properties. There are three springs. One in the mountains where Dr. Brett many years ago built a small log house which is now called Wright's; one in a natural cave into which the only entrance used to be by descending through a hole in the top; and the third, the basin near the cave and shown in the engraving. The basin was formed naturally in the rock and by the formation of a wall of loose stones around it the depth of water has been made about $4\frac{1}{2}$ feet. It and the cave are both almost circular and about thirty feet in diameter. The water of the springs in the mountains is piped to the Banff Hotel and the Sanitarium. It has a temperature of 110 degrees, while that of the cave and basin is much less. The Springs are in the National Park and are the property of the Dominion Government.



LOVER'S WALK, OTTAWA.—What visitor to Ottawa has not inquired for and visited this famed promenade! If the time of the visit were summer, who indeed? Why its name should have been given may be recorded in the annals which tell about the city, when an over-powerful civil service population had not frowned down the village habit of sweethearting in public places. For the present the name is only a pretty way of saying that the place is a walk fit for lover's mood. The walk is cut in the cliff, upon whose brow the noble Parliament Buildings are reared. This eminence of solid rock rises 150 feet, almost perpendicularly, above the Ottawa River, and about midway between the water and the crest Lover's Walk winds around, a leafy avenue hidden from view either from below or from above.



LITTLE CHAMPLAIN STREET, QUEBEC.—The people of the ancient capital do not wish their city to be judged by this thoroughfare. It is one of the poorest in the city—in the old section now inhabited by the less prosperous portion of the population. In its narrowness and foreign aspect it suggests the old-world character for which Quebec is celebrated amid the garish newness of other American cities, and it is in this representative character that it receives the distinction of photographic reproduction. It runs from the foot of the cliff along the river shore under the almost perpendicular hillside. It was upon houses along this street that the large mass of rock fell from the cliff in 1890 and caused the loss of many lives. The photograph was taken at the foot of the hill and looking toward the Allan steamer wharf.

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ROYAL HAMILTON YACHT CLUB.—This is one of the most prominent and strongest yachting clubs in Canada. The beautiful and commodious house shown above has been built within the past three or four years, and is a tangible evidence of an ambitious organization. It is built on Burlington Beach close to the cutting which forms the gateway from the lake into the beautiful bay at the other side of which lies the City of Hamilton. The Club's annual regatta is one of the events of the yachting year. The engraving, is a Clyde built steamboat, one of a pair equipped and furnished in the best style, which, during the summer months, run daily between Hamilton and Toronto, a delightful trip of forty miles on Lake Ontario.



RIDEAU HALL GROUNDS, OTTAWA.



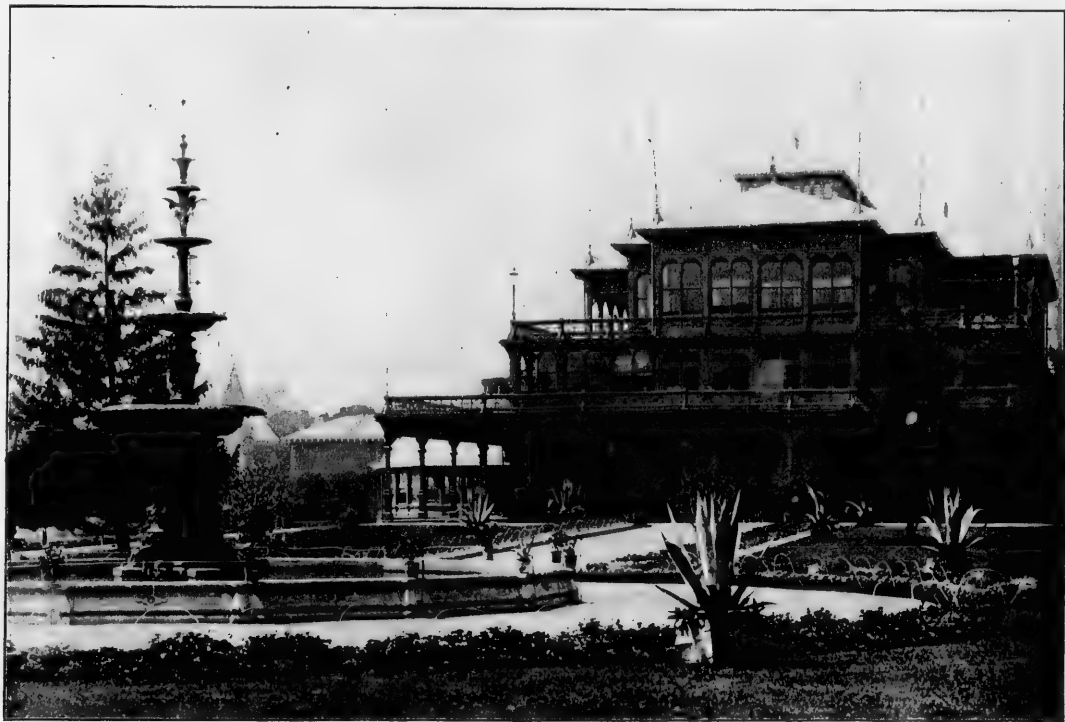
C. P. R. WINDSOR STREET STATION, MONTREAL.—The new station and offices of the Canadian Pacific Railway are among the most perfect on the continent. With the sumptuousness with which the great transcontinental company goes into everything in connection with their magnificently appointed system, the building in which, as well as being a train depot, the head offices are located, was made as nearly perfect as possible. The building is of grey stone and the architecture is admirably designed to obtain the best results of spaciousness, safety, lighting and public convenience. The building was not completed until 1890, but for a considerable time before that, trains were arriving in and departing from it and the direction of the Railway's affairs from the Atlantic to the Pacific went on from the offices located in it.



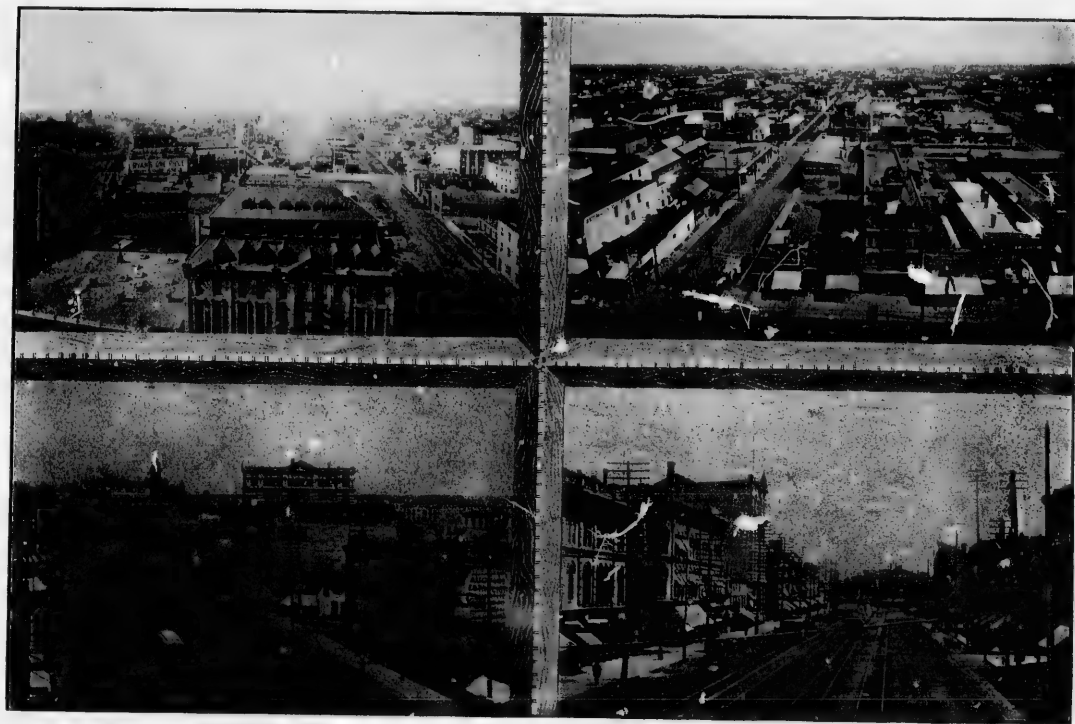
THOUSAND ISLANDS FROM DEVIL'S OVEN.—The islands which fill the entrance into the St. Lawrence river from Lake Ontario with a thousand shapes of beauty and an unlimited variety of picturesqueness have long maintained a holidaying popularity which extends throughout Canada and to all the large cities of the Eastern States. There wealthy residents of crowded centres have breathing places to which they go with their families for the hot weather months; large hotels are filled with summer travellers; camps are formed in thousands of places and for a large number of people the islands are an annual rendezvous. In the steamboat travel up and down the St. Lawrence and Lake Ontario the matchless, unwearying beauty of the Island scenery forms one of the chief delights of travellers.



GOVERNMENT HOUSE, TORONTO.—The Gubernatorial residence of the Lieutenant-Governors of Ontario is situated in the heart of the city, surrounded by spacious grounds, among the most beautiful in the city. Its architecture excites less admiration now than it used to, because the rambling pile of red brick is past the hey-day of you' and because too, of the improvement of the buildings which have gone up around it in recent years. Its architecture which was considered quite splendid in earlier times in the city's history, is Parisian and modern, the warm red brick walls being faced with white stone and broken by large, luminous-looking windows. There is talk now of building a new Government House in the Queen's Park.



THE PAVILION, HORTICULTURAL GARDENS, TORONTO.—The Pavilion has attained a celebrity extending over the Dominion by reason of the public meetings and historical gatherings of which it has been the scene. As the largest hall in the city it is chosen as the building in which most of the important occasions, political and social, are held, and its name has thus become familiar wherever the newspapers of Toronto have carried the reports of these events. It is one of the points of interest to which visitors to the city are directed. This, however, is more on account of the summer beauty of the gardens in which it is situated than on account of any beauty of the building, for it is a common admission that the pavilion is devoid of architectural merit, except what may be in spaciousness and an abundance of light-admitting windows. Its capacity will accommodate nearly two thousand people; a gallery runs around three sides and a second upper gallery across the further end. There is a large conservatory on the southern side separated from the main hall by a glass partition.



SOUTH FROM CITY HALL.
MAIN STREET, LOOKING NORTH.

WINNIPEG VIEWS.

NORTH FROM CITY HALL.
MAIN STREET, LOOKING SOUTH.



FIELD, B.C.—Through the mountains of British Columbia the ascents are many of them so steep, even after engineering science has done its best, that it is necessary to lighten the loads of the locomotives in every way possible. To drag a dining car through the ranges was early decided to be a costly business and another means of feeding passengers had to be established. Eating stations were accordingly built at intervals furnished comfortably and well equipped. Field is one of these. It is situated at the foot of the Rockies, on the west side. It is no more than a railway station although passengers find the scenery very beautiful in the vicinity, and sometimes stop to take a look at it. Near by runs the Kicking Horse River. On the eastward journey passengers are here furnished with tea, and on the westward trip with breakfast. The hotel it is which is shown in the engraving



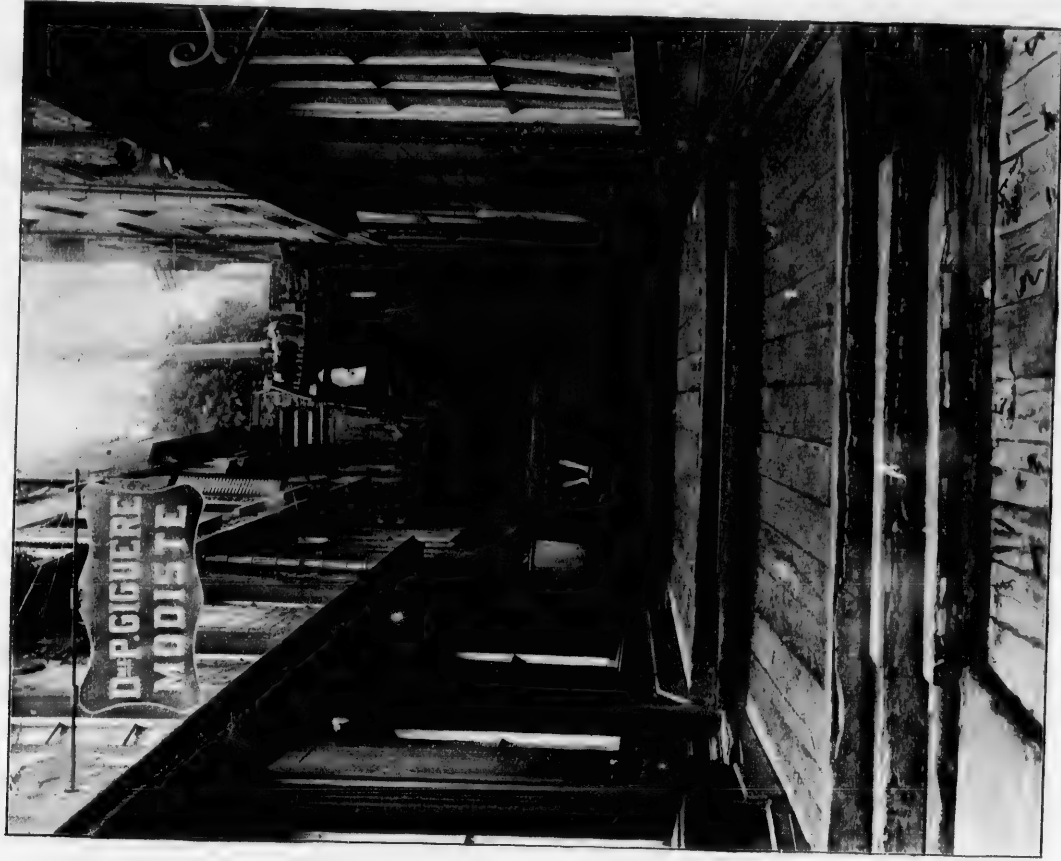
KNOX COLLEGE, TORONTO, was founded in 1843 and owes its origin to the formation of the Canadian branch of the Free Church of Scotland which followed the disruption of the National Kirk in 1843. The present staff consists of Rev. Dr. Caven, principal; Rev. Dr. Gregg, Rev. Dr. McLaren, Rev. Dr. Proudfoot, W. Mortimer Clark, Chairman of the Board of Management, and Rev. Dr. Reid, secretary and treasurer. Among the distinguished men in the professional staff of the College have been Rev. Dr. Willis, Rev. Dr. Burns, and George Paxton Young. The building is a Gothic structure of white brick occupying a most commanding position at the head of noble Spadina avenue. Part of the edifice was formerly known as Elmsley Villa (named after Chief Justice Elmsley), the residence of Capt. J. S. Macaulay and used as Government House in the time of Lord Elgin.



SHINGWAUK AND WAWANOSH HOME, Sault Ste. Marie, is an institution for the training and education of Indian girls and boys. It was established a great number of years ago by benevolent people in England, and is mainly sustained by an endowment in the Old Country. It is under the wing of the Episcopal Church. The Dominion Government grants it a per capita allowance annually out of the Indian Fund. The name of Rev. E. F. Wilson, who has devoted his services and means to the work, are especially associated with it. The principal is Rev. James Irvine. The number of pupils is from seventy-five to a hundred. The boys, besides their regular schooling, are trained in farming, tailoring, shoe making, carpentering, etc., and the girls as well as being taught the usual primary branches of education are trained in housekeeping, plain and fancy needlework, tailoring, and do the mending of the institution. One of the boys has gone into Holy Orders in Winnipeg.



HERMIT RANGE MOUNTAINS, BRITISH COLUMBIA.—The view shown above is in the heart of the Selkirk Mountains, along the line of the Canadian Pacific Railway. The line of peaks in the distance is named from a curious formation of the central one. Through the distance the rock has the shape of a gigantic man, enveloped in a cloak and with a dog at his feet. The loneliness of his vigil and isolation suggested the name, the Hermit, and so the range received its appellation. Between the Hermit and the immediate foreground is Rogers' Pass. The station at this point is called Glacier, the appropriateness of the christening being attested by a long row of snow sheds represented in the engraving by the line of white skirting the base of the mountain. This is one of the highest points reached by the railway. What is known as "The Loop," by means of which the ascent is made is hidden in the left side of the engraving.



BREAK-NECK STEPS, QUEBEC. Connecting Dufferin Terrace and Little Champlain Street, is characteristic of the narrow lanes that do duty for streets within the grimy, weather-beaten walls of old Quebec. They are a food-passenger's short cut from the wharves to Upper Town, a shorter and more direct route than the circuitous one of Mountain Hill, though there is a still easier mode of ascent provided in the new elevator which transports you to the terrace above without any exertion. On a market day, the steps are filled with the people of the Upper Town going down to market or to business; and the busy scene below—the crowd of people and conveyances in the market place, with the old houses built close against the cliff, the background of steamboats and shipping and the terrace with its light, graceful pagodas against the sky above—affords one of the many bits of contrast in which Quebec abounds.

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THE MUSKOKA LAKES are enjoying an annually increasing popularity with summer rest-seekers. The purity of the air from the altitude of that north country as well as the sublime natural scenery make it an ideal holidaying ground. Two of the views given above are in Muskoka Lake or near it and the other (Shadow River) is reached by Lake Rosseau. It is river scenery that is pictured, and the glory of Muskoka lies as much in its rivers as in its lakes—in the wild and untamed Muskoka River with its picturesque waterfalls, or in the placidity of Shadow River, typical firmaments. The upper left hand engraving is of Bala Falls on the Muskoka River on the western side of Muskoka Lake: the upper engraving on the right is of Shadow River which is in the north of Rosseau: the lower one is the falls in the Muskoka River at Bracebridge, the bridge being that of the Grand Trunk Railway.



VICTORIA SQUARE, MONTREAL, is a busy neighborhood on the edge of the heart of the town. It is crossed at morning and evening by the principal business people who reach the west end by Beaver Hall Hill. It is situated at the foot of Beaver Hill, and is intersected by Craig Street. Its name is received from the beautiful bronze statue of Queen Victoria, by the English sculptor Marshall Wood. Looking upward from the foot of the Square one sees a bit of Mount Royal in the distance. The square was the old-time Haymarket. The church spires rising this side the mountain are respectively, counting from left to right, St. Andrew's Presbyterian, The Reformed Episcopal, Christ Church Cathedral, The Church of The Messiah (facing from Beaver Hall Hill), and St. Patrick's. Leading mercantile houses surround the square.



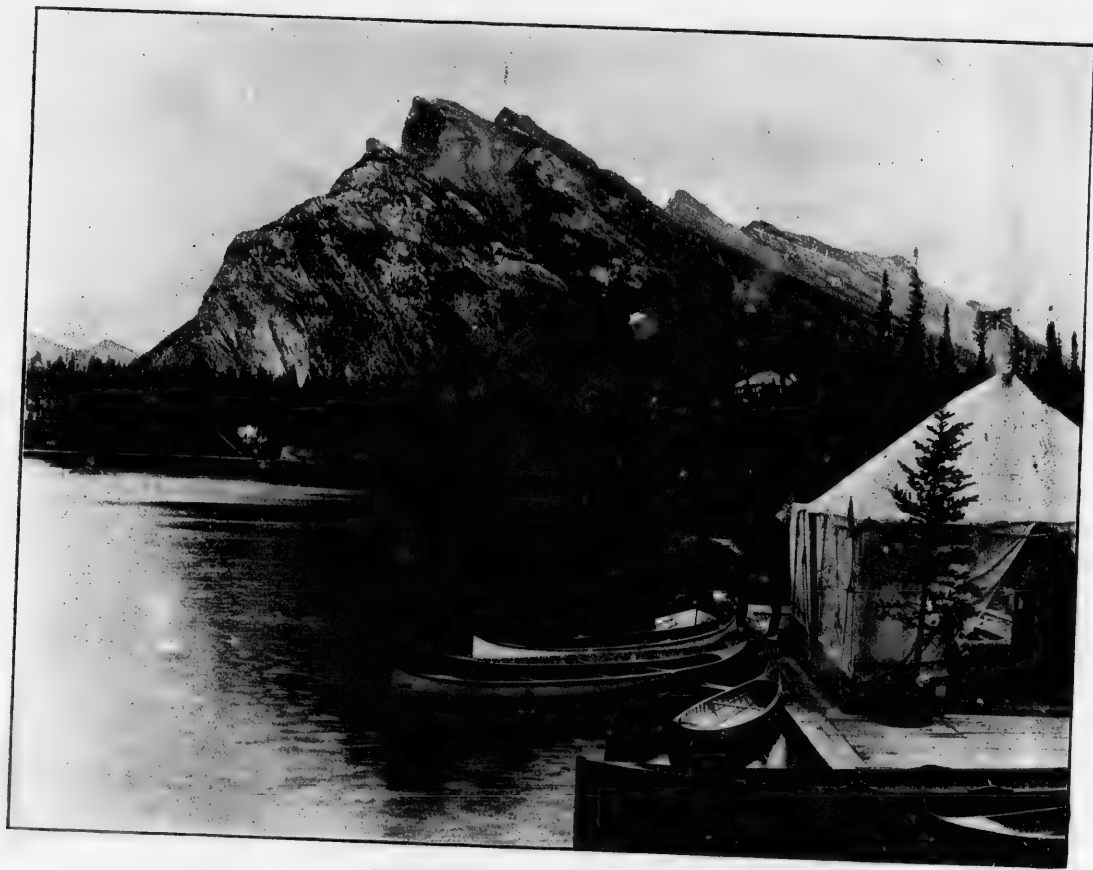
CASTLE REST, THOUSAND ISLANDS.



SEALING STEAMERS IN THE ICE.—This is the subject of the above engraving. The largest seal-fishery in the North Atlantic is that of the ice fields to the east of Newfoundland and Labrador. The vessels employed in it almost all belong to Newfoundland, some being sailing ships and some steamers. The season begins about the middle of March and lasts for about two months. The crews land on the ice and kill the young seals, which are not old enough to escape easily, by clubbing them with a "gaff." They then take off the skins with the fat adhering to them, and carry them to the ships. The annual catch is about 500,000 valued at \$2,125,000. The skins used for leather and the oil made from the fat are among the most important exports of Newfoundland. The fur seal hunting in the North Pacific has lately received so much public attention that its general features are better known. Except for the killing which is done on the Pribylov and Commander Islands the fur seal hunting in the North Pacific is carried on in boats in the open sea.



SCENE UPON G.T.R., NEAR DUNDAS.



BOW RIVER AND TWIN PEAKS, BANFF.



THE ISLAND, TORONTO.—This is Toronto's most popular summer resort. It is, properly speaking, Hiawatha Island, but its baptismal name is never heard or seen, except in connection with civic plans and charts, and even then but seldom. It is only a few minutes' run by the ferry boats, which cross and recross Toronto Bay in four or five different directions. It is the resort of the populace—the watering-place of those who must take their lake air by the hour or the afternoon, instead of by the week. The illustration, which is here given, was taken at what is called Centre Island Park. Here the ground has been nearly all "made" by filling-in within the past six or seven years. The park is covered with a thick soft sward, is thickly shaded with trees, and beautified with walks and flowers, and is the play-ground of the citizen's children.



MOUNT PLEASANT CEMETERY, TORONTO.—This cemetery is a beautiful tribute to the desire which has manifested itself in the humanity of all races, and of all ages, to decorate the resting-place of the dead. It is not the only cemetery Toronto has, and yet it can be called the City's cemetery. It is situated on the northern outskirts of the city. It embraces two hundred acres of land, but only one-half of this has been, as yet, laid out. It is under the control of a Board of Trust, who are yearly improving and embellishing it. The view in the picture given above is only one of many, in which purling streams, flowing through pretty ravines and valleys, shaded with soft wood foliage, make up picturesque variations of restful beauty.



KICKING-HORSE PASS is one of the best known pieces of scenery in the Canadian Rockies. Its eccentric name as well as its great beauty may have had something to do with the remembrance of it by a multitude who, although they have not seen it and who could not name you another noted pass or canon yet remember it. At the summit of the Rocky Mountains, a mile above sea level, and two hours travel west from Banff on the Canadian Pacific Railway two streams begin almost from a common source. The waters of one find their way to the Saskatchewan and into Hudson Bay, while the other joins the flood which the Columbia pours into the Pacific Ocean. Passing three emerald lakes deep set in the mountains the west-bound stream runs down through a tortuous rock-ribbed canon where the waters are dashed to foam in incessant leaps and whirls. This is the Wapta or Kicking Horse Pass.



A GOOD MORNING'S SPORT—GEESE, DUCKS AND CHICKENS.
DOG, JACK RABBIT AND PRAIRIE CHICKEN.

A GOOD BASKET OF TROUT FROM SHEEP CREEK.
CAMP ON SHEEP CREEK, 38 MILES SOUTH FROM CALGARY.

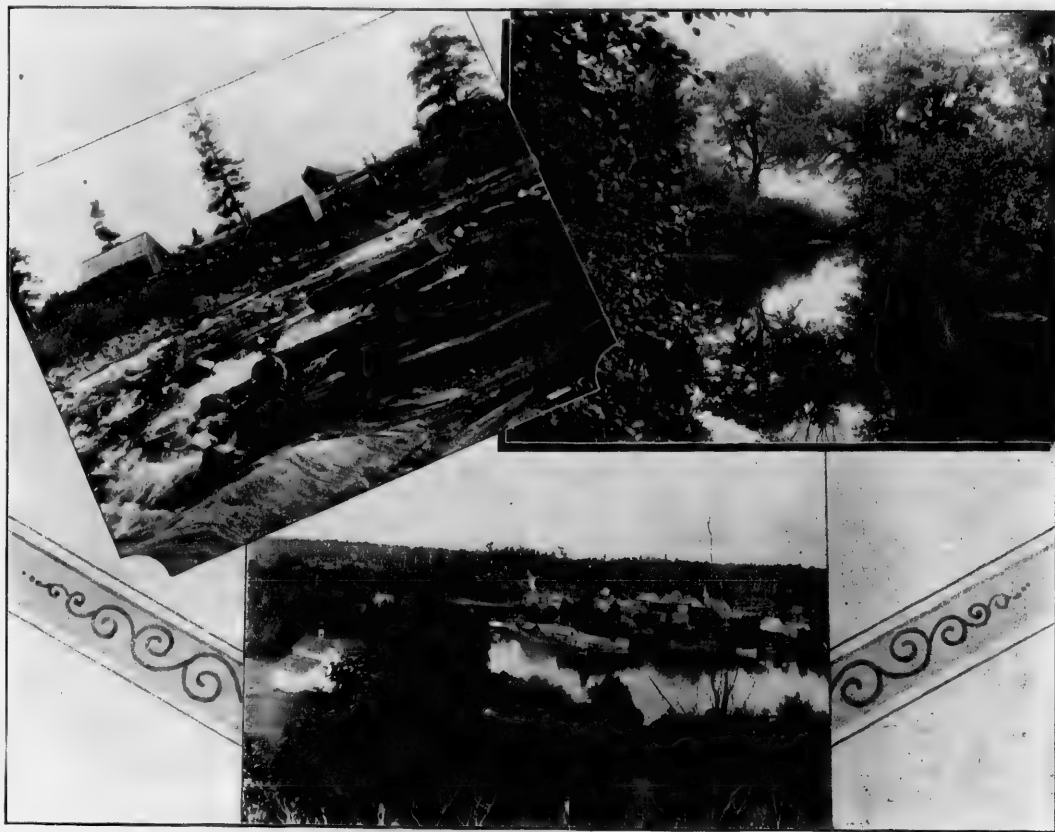
SPORT IN THE NORTH-WEST.



SCHOOL OF PRACTICAL SCIENCE, TORONTO.



BARACHOIS, CAPE BRETON.—The scenery, the climate, the position and the historic interest attaching to Cape Breton are unequalled. Strangers have been finding it out these later years and in increasing numbers are flocking to the Island during the summer months. Barachois in the engraving is an arm of Bras D'or Lakes, extending into Cape Breton County. Of the Bras D'or Lakes every one in the Dominion must have heard. Their scenery is grand and magnificent; surrounded by battalions of majestic hills, with green slopes and forests filling the intervals, and here and there secluded woodland views. A sail up these beautiful salt water lakes impresses the tourist with the way nature has tortured her ingenuity in devising picturesque and grand surprises for her children. You may spend a month on them and not see all their kaleidoscopic beauties, nor tire of their inexhaustible combinations of picturesqueness.



SOUTH FALLS, BALA.

PORT CARLING.

SHADOW RIVER.

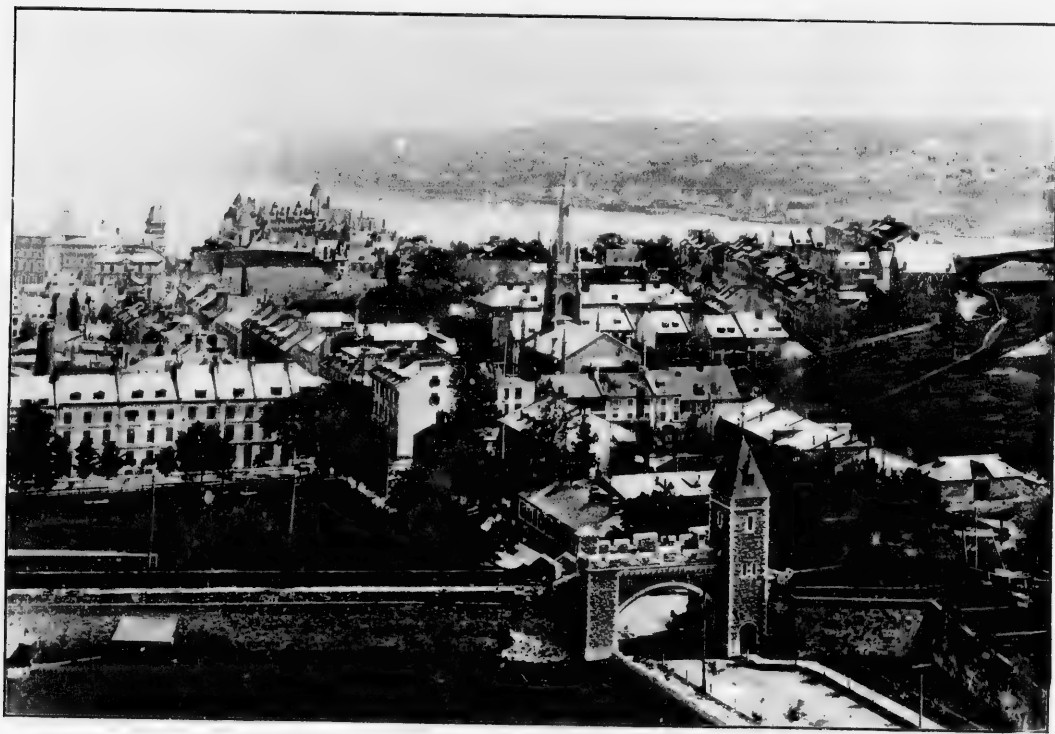
MUSKOKA SCENES.



VICTORIA UNIVERSITY, TORONTO, dates its inception in the early years of Upper Canada. It was the training school of the Wesleyan Methodist Ministers who took up the work of the pioneer circuit riders of the denomination. Established at Cobourg it was only within the past five years that this historic seat of learning was transferred to Toronto in completion of a scheme of University Confederation by which its students receive the advantages of the Provincial University, while its Theological department can be strengthened through the economy which the federation effects. Victoria's new home is a handsome structure of modern style. It is situated on the upper side of Queen's Park, in grounds shaded by ancient oaks, and its massive walls of brown and grey stone present an imposing appearance.



BIT OF THE COAST NEAR THE "NARROWS," ST. JOHN, N.F.. ICEBERG IN THE DISTANCE.



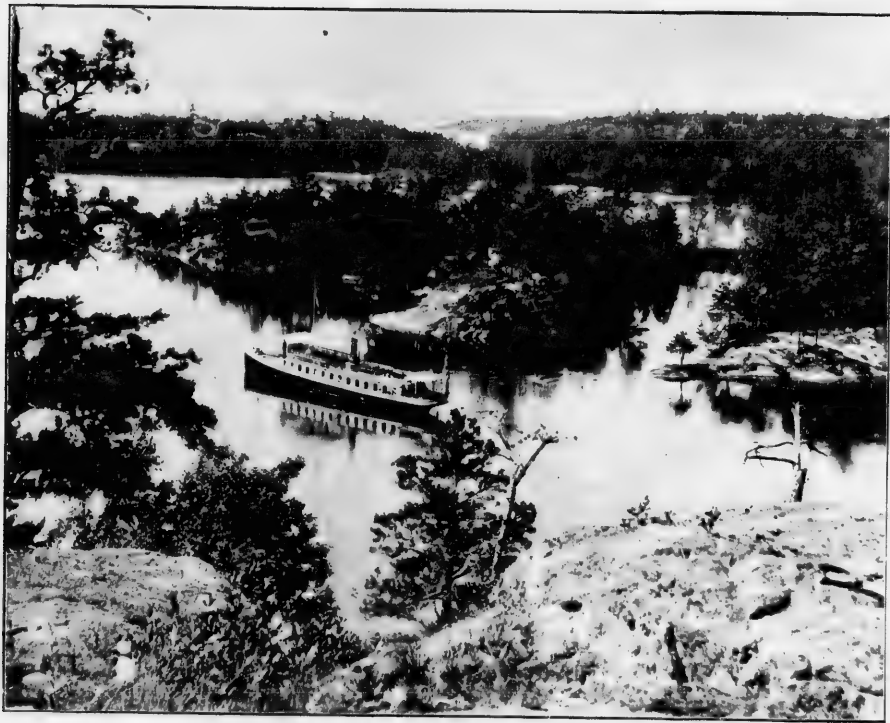
THE CITY OF QUEBEC is Canada's most interesting and romantic spot. It has more of the historic element gathered around it than any other of the cities of this new nation, and so much of the picturesque as to make it questionable whether its attractions are more the result of one or the other. Canadians are proud of it—it is their answer to the critic who tells them they have in their country no monuments of the march of civilization,—nothing with the picturesque element born of antiquity and historical associations. They are proud of it as a mystic ward at the portals of their Dominion. The position of the City is commanding, and the views from the citadel are incomparably beautiful—the citadel, which in the last century, was the prize of the last struggle upon this Continent of the two great races of the Old World. To Canadians, from other parts of the Dominion, and visitors from the neighboring republic, the grand rugged scenery and the City itself are equally a revelation.



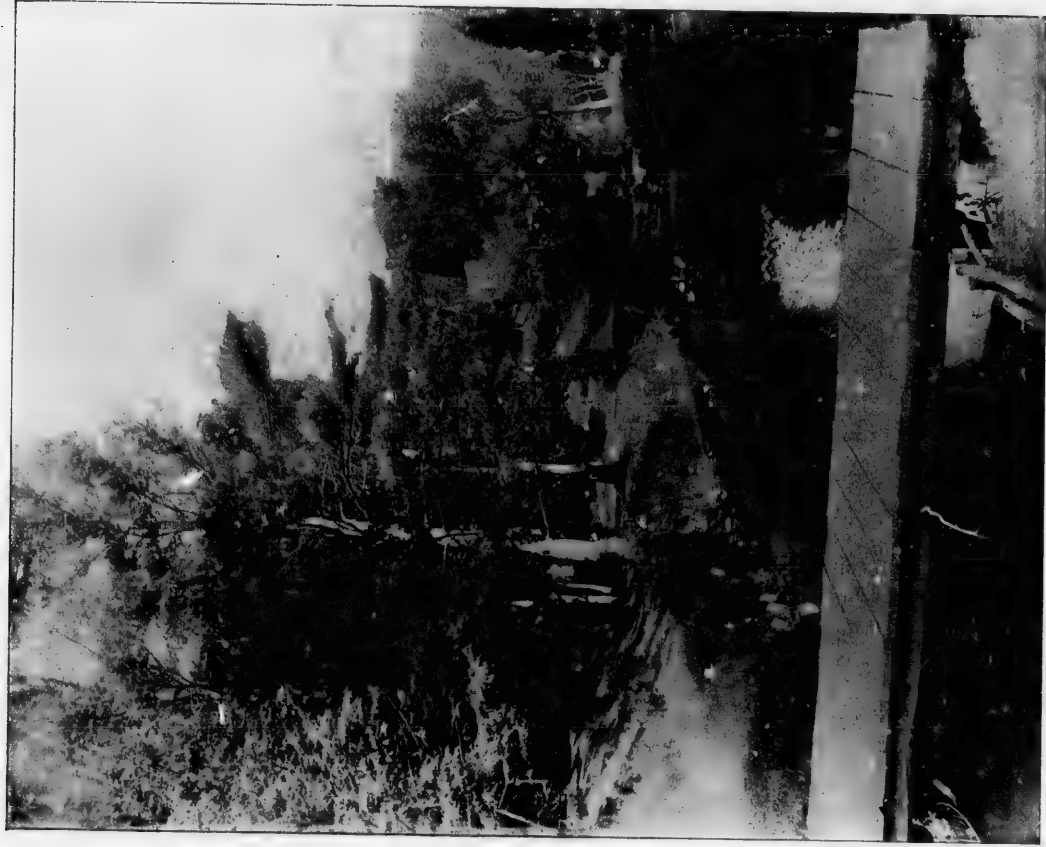
VIEW AT CENTRE ISLAND, TORONTO.



LONG ISLAND, CAPE BRETON.—This is an Island in the Bras D'or Lake, on the way to North Sidney from Grand Narrows. It is only twelve miles from the former place. It is three miles long and is inhabited by five or six families, who keep themselves by joint farming and fishing operations. The tourist's steamers on the Lake pass through a passage between the Island and the mainland for the purpose of giving their passengers a view of the beautiful scenery. So closely do the steamers go by it that passengers might jump from their decks to the land. The waters around the Island furnish splendid fishing. In the distant back-ground of the engraving is the Island of Boulardrie, twenty-seven miles long and seven miles wide, which forms the northern side of the Little Bras D'or Channel, with the Bras D'or Lake and the southern side, what is known as the Big Bras D'or Channel.



VIEW AMONG THE THOUSAND ISLANDS.



RESERVOIR PARK , TORONTO.



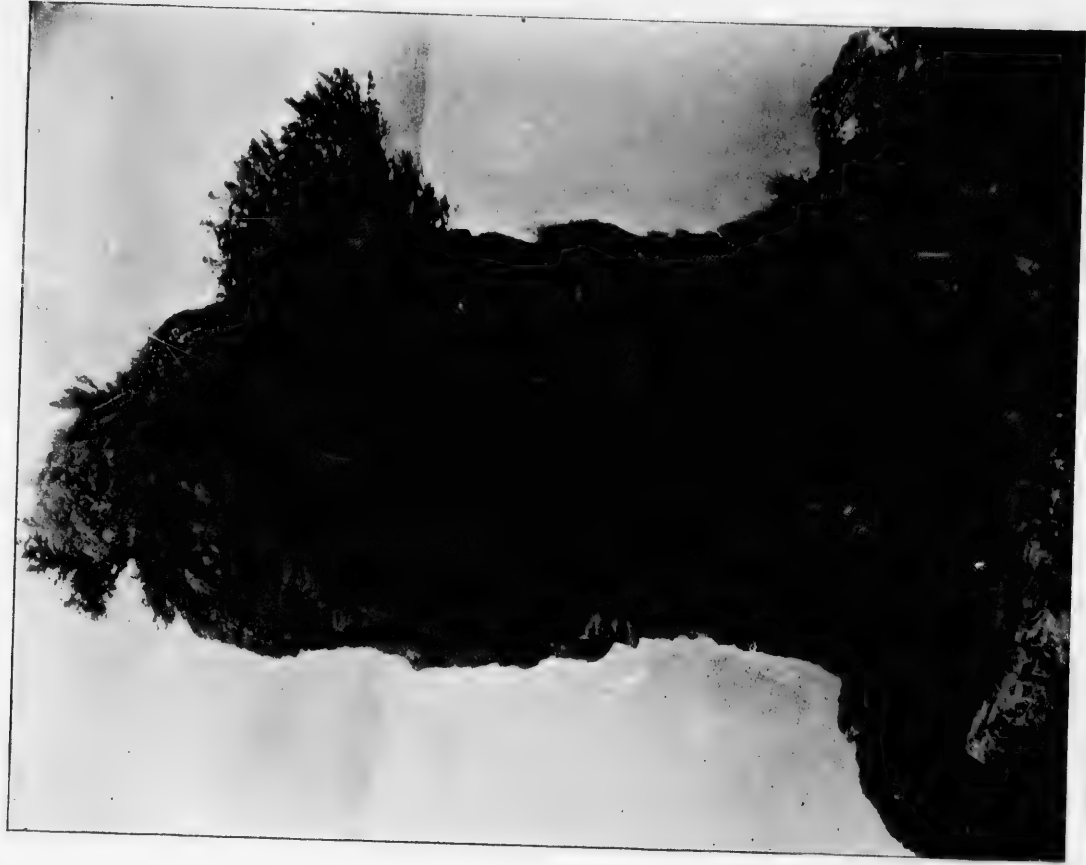
THE NEW ST. PETER'S CATHEDRAL, MONTREAL, has been building so long that it is scarcely entitled to the adjective, although it is not yet completed. It is twenty-five years since the structure was commenced, and the work has gone on uninterruptedly, although slowly, ever since. The plan of the architecture is fashioned after the historic St. Peter's at Rome, with an immense dome in the centre of smaller surrounding domes. It is a massive structure of grey stone, and when completed will be the largest church on the continent. To build it has been a colossal undertaking, but the end is now near. The frescoers have been at work the past year and the dedication will take place within a few months. The other large building shown in the picture is the home of the Young Men's Christian Association. It is almost new, having been completed only two years ago. Its cost was \$185,000, and it is, with the exception of the building at Brooklyn and the new one just finished in Chicago, the largest Y.M.C.A. building on the continent.



STRONGMAN'S ROAD, HAMILTON MOUNTAIN.



THE RIFT, THOUSAND ISLANDS.—This is the name given to a passage between two Islands, one Canadian and the other American, going through Eel Bay to the Thousand Island Park. It is east of Gananoque about six miles. The channel is so shallow that only craft of very light draught can navigate it and it is so narrow that two boats cannot pass each other in it and one does not enter except after it has whistled and received no response. This being so, it is of course not the regular route but is a short cut for small pleasure steamers.



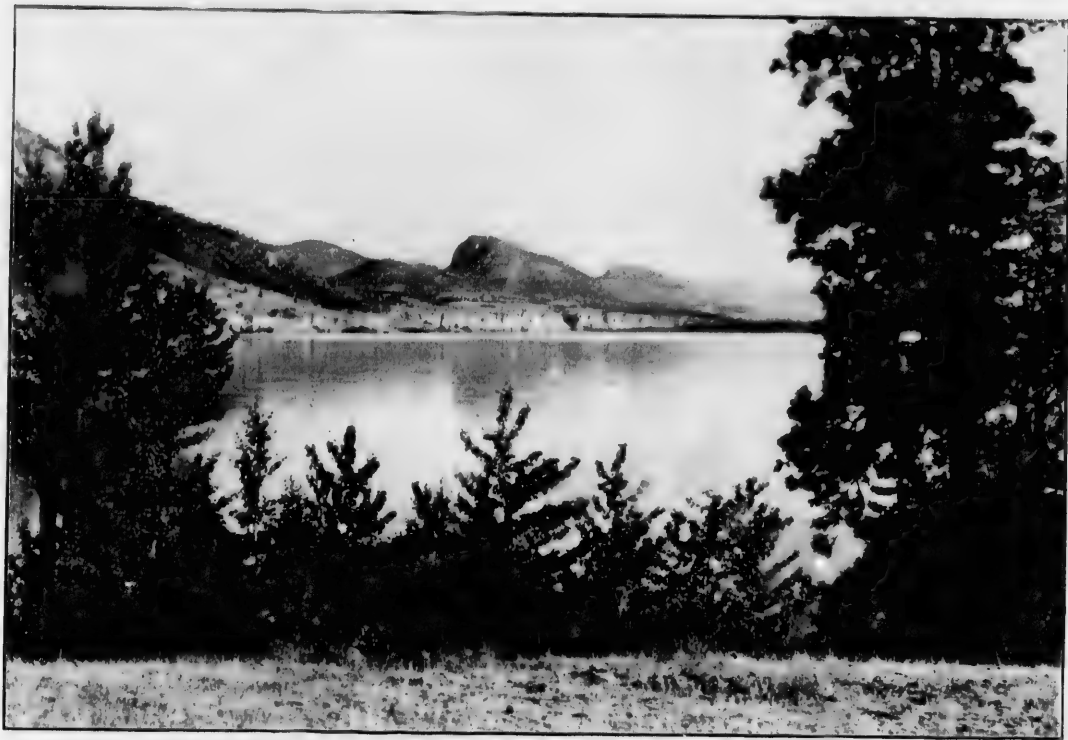
SIWASH ROCK, VANCOUVER, B.C.—This product of nature's eccentricity is situated just outside Vancouver harbor, outside the first narrows of Burrard Inlet. It is quite close to the shore, the channel between it and the land being navigable only for small boats. Siwash is the word for a man in the Chinook language, and the name is given because of an Indian tradition which tells that the rock is the transformation of a man—a tradition which is helped by the shape of the rock as much as is necessary for aboriginal imagination. The height of the petrified man belongs to the gigantic period, because it is sixty feet.



VIEW UPON THE GRAND TRUNK RAILWAY AT THE HUMBER, TORONTO. The criticism often made with regard to Toronto is that the approaches are most unprepossessing, and that visitors receive an unfavorable impression of the city at the outset of their visit. This is not true so far, at least, as the Grand Trunk's entry by its Hamilton division trains is concerned. It would be difficult to find a more charming bit of scenery than that at the Humber Bay. Lake Ontario lying off to the south with placid undulating motion or rolling her waves against the curving shore line; a driveway following the water's edge over which magnificent old elms throw their graceful shadows; an electric railway beside it and across the double tracks of the Grand Trunk the hills, dales and lakelets, the woods and rich verdure of High Park, the city's beautiful breathing place.



CASTLE ROCK.—The Thompson River is the river upon which gold was first discovered in British Columbia. That was in 1857. The discoverers found quite a number of nuggets and some gold dust, which they took to the towns on the Puget Sound. They there told where they had found it, and thus the news of the presence of gold in the mountain streams of British Columbia was spread through the Pacific coast States of the Republic, and occasioned the great rush of the following year up the Fraser. The Thompson is not an important stream, so far as navigation or commerce is concerned. The town of Kamloops, the "Capital of the Interior," as it is called, is situated at the confluence of the Thompson and Kamloops rivers. In recent years, since placer mining on the Fraser and Thompson rivers has been abandoned or only carried on by Chinamen, rich-bearing quartz has been discovered along the banks of the latter, and quite a number of companies have been organized to work these deposits. It is one of the prettiest rivers of British Columbia, and the scenery is exceedingly fine; its picturesqueness being alternated with scenes of utter desolation. Castle Rock near the town of Ascroft, is situated in the Cascade range of mountains, far up the stream.



OKANAGAN LAKE AT PENTICTON.—This beautiful body of water is in the Yale district of British Columbia. It empties through a river of the same name into the great Columbia River. Around it there is a considerable settlement. Vernon, near which town is the ranch of the Governor-General, Lord Aberdeen, is near the lake. A line of railway connects Vernon with the Canadian Pacific Railway at Sicamoon's Junction. Penticton is situated at the foot of the lake. It is reached by steamers plying the fifty or sixty miles, from the northern to the southern ends of the long narrow lake. With its bordering slopes, the lake gives a fine reminder of Scottish scenery. The Okanagan valley is rich in agricultural land and being in the warmest, southern part of the province it is prophesied that its extensive areas and favorable conditions will make it in the future an important fruit district.



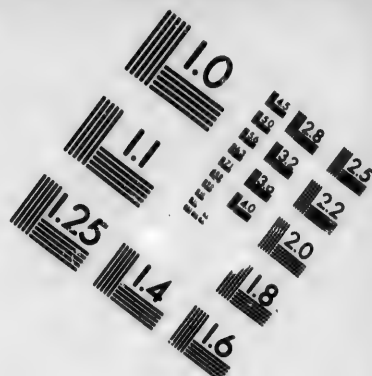
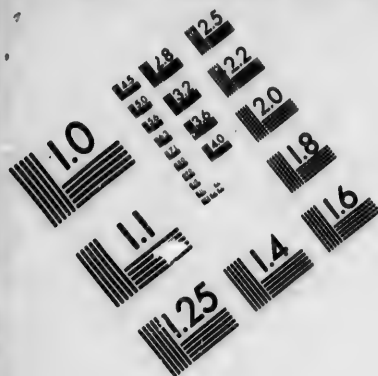
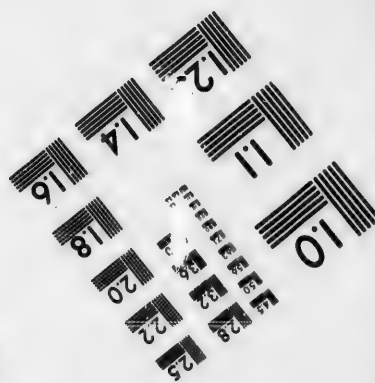
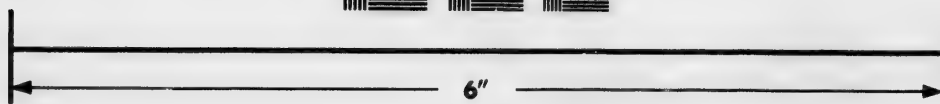
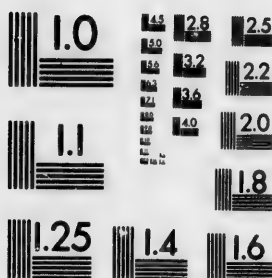
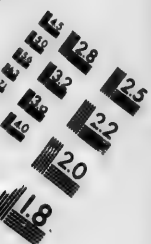


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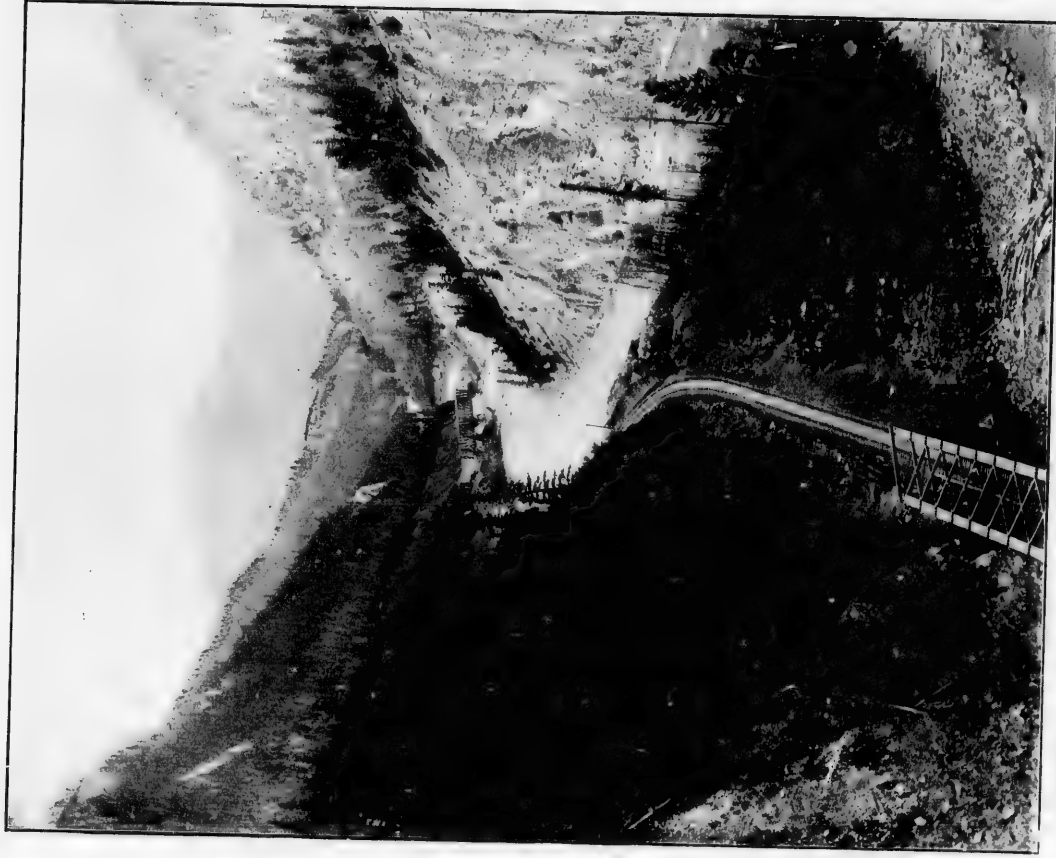


BOW RIVER SHOWING BANFF HOTEL LOOK-OUT.—No part of the Rocky Mountains presents a greater variety of sublime and pleasant scenery than the valley of the Bow River in the vicinity of Banff. A steel bridge takes the carriage way from the Canadian Pacific Railway station across the river to the magnificent hotel built by the railway company, from which the prospect given in the engraving is seen. The hotel is situated near the fine falls in the Bow and the mouth of the rapid Spay River. It is most favorably placed for health, picturesque views, and as a centre for canoeing, driving, walking or mountain-climbing. Every modern convenience and luxury is furnished as well as baths supplied from the hot sulphur springs whose sanitary properties have been fully established.

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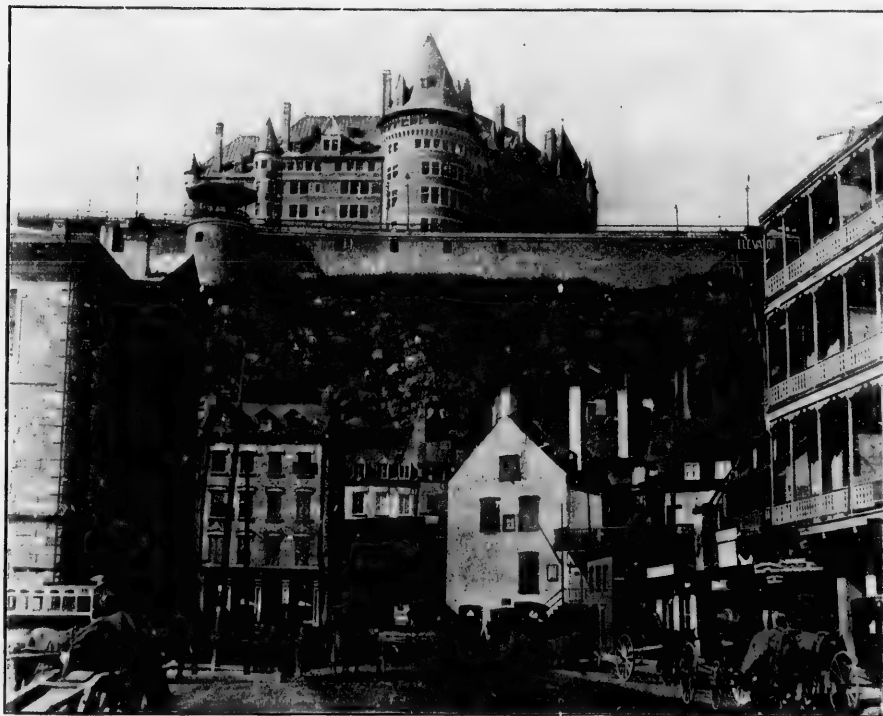


LITTLE CHAMPLAIN STREET, QUEBEC, is a part of Lower town in the ancient capital. It belongs to the oldest portion and is under the hill on which the newer part of the city has been built, down close to the wharves and river shore. It is here that the poorer section of the inhabitants live, making their homes in the old fashioned buildings which, with their ancient windows and weather-beaten walls, close in the narrow streets turning and twisting with old world eccentricity. It is the street scenery like the bit shown in the engraving which, in spite of such innovations as the electric light in the picture and the elevator near by which now takes the place of the break neck stairs to the hill top, gives to Quebec the flavor of mediævalism which makes it unique in this continent of new-born cities.



LOWER KICKING-HORSE CANON, NEAR GOLDEN, B. C.—Travelling on the Canadian Pacific Railway route. Between Polliser Station and Golden, the Wapta or Kicking Horse Canon marks for many miles the line of sides become vertical, rising straight up thousands of feet and within an easy stone's throw from wall to wall. Down this very chasm go the Railway and River together, the former crossing from side to side to ledges cut out of the solid rock, and twisting and turning in every direction, and every minute or two plunging through projecting angles of rock which seem to close the way. With the towering cliffs almost shutting out the sunlight, and the roar of the river and the train increased a hundred fold by the echoing walls, the passage of this gorge will never be forgotten.

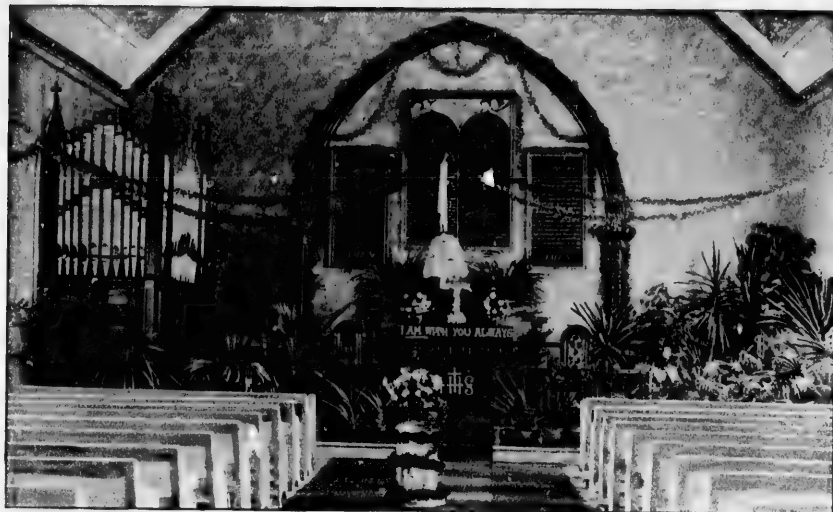
and the roar of the river and the train increased a hundred fold by the echoing walls, the passage of this gorge will never be forgotten.



THE CHATEAU FRONTENAC, QUEBEC, is the name given to a splendid hotel erected by the Canadian Pacific Railway Co'y, in the City of Quebec. It has been opened only a short time, and its inauguration was made an occasion of some notability. The site of the building is one of the finest that can be found in any country. It is on a height, 182 feet above the mean tide level of the river below. It commands an unobstructed view up the St. Lawrence past the citadel on the summit of Cape Diamond up to Cape Rouge, down the river, past the Isle d'Orleans to the celebrated Montmorenci Falls, while beyond are the Laurentian mountains, forming a perfect background. The Chateau is situated upon an irregularly shaped property, and the architect, Mr. Bruce Price, of New York, has taken advantage of the irregularity of the ground to design a most artistic building of the early sixteenth century French transitional style. The basement of the building is built of grey limestone and the walls of brick. The interior is highly finished and the appointments first-class in every respect.



FIRST COUNCIL HOUSE OF SIX NATIONS INDIANS, BRANTFORD.—To see the advance which the Indian population of the Mohawk Valley have made in the wealth and arts of civilization during the past hundred years, it is only necessary to look at the log building in which they first held their council and at the present commodious frame hall at Ohaweken near the centre of their reserve. The autonomy of the Indians is an interesting study, about which of course greatly increased interest is thrown by a visit to the reserve upon a day when their council is in session. The council is composed of the hereditary chiefs of the tribes, numbering sixty or seventy—a pretty large parliament for 3,500 souls. Its functions are much the same as those of a municipal council, the Indian Department at Ottawa having revisory power over its decisions. A curious thing about the council is that the chiefs of the Onondago tribe, who are called the fire-keepers, have a veto power, and sitting apart by themselves in the council have the decisions arrived at by the other five tribes submitted to them for their acceptance or their absolute veto.



MOHAWK CHURCH, BRANTFORD.—The edifice whose interior is presented in the engraving is the oldest Protestant church in Ontario. It was built in 1785 by King George, and associated with it in interest is a communion service presented to the Mohawk Indian tribe by Queen Anne. In the ground surrounding the church rest the bones of Capt. Joseph Brant, one of the most noted figures in the history of the North American Indians, to whose memory as an ally of Britain, a splendid monument has been erected in Brantford. The church is a frame building capable of seating about three hundred and is still in use. It is situated in the beautiful Mohawk valley on what was originally Indian land but was afterwards surrendered. The Rev. Mr. Ashton, who is the superintendent of the Mohawk Institute for the education and training of the Indians, officiates in the little church.



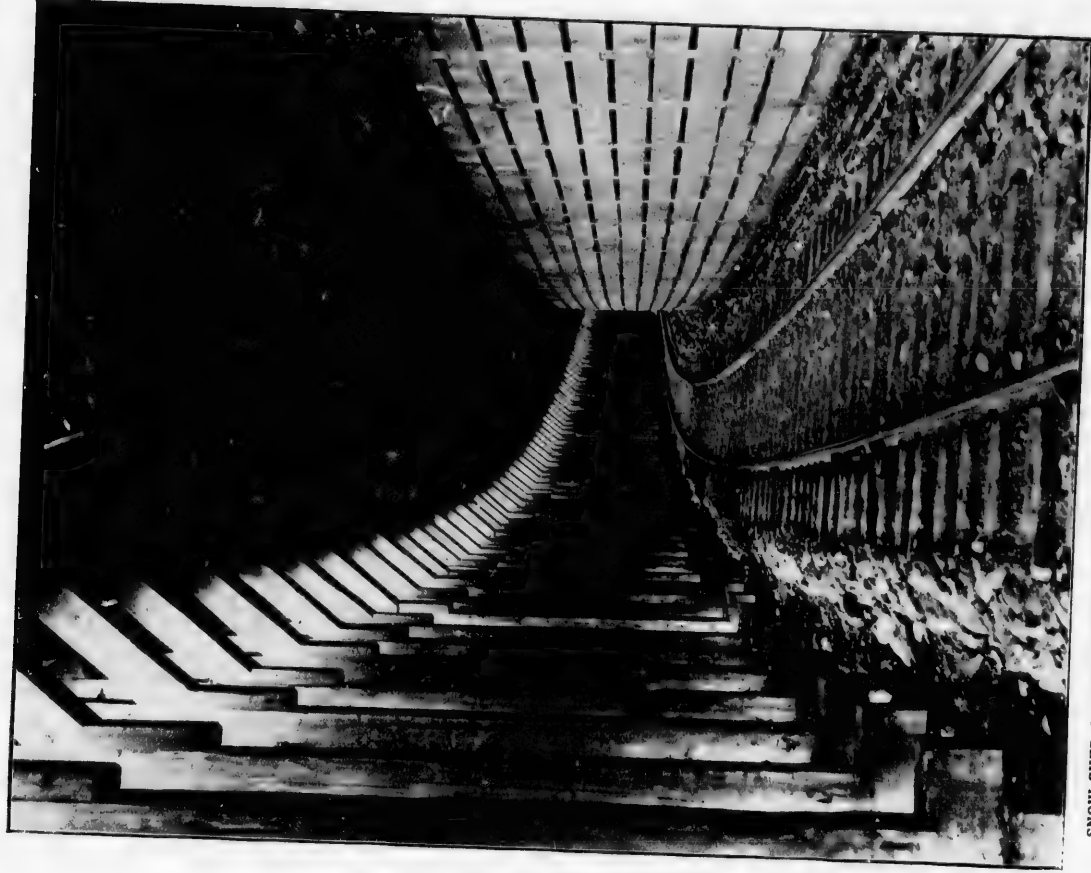
OWEN SOUND.—This is one of the most thriving and important towns in Canada. Its population is approaching 9,000 and growing steadily. Situated on the Georgian Bay, it is the entrepot of the vast and growing trade of the northwest. Five or six lines of steamships including the palatial line of the Canadian Pacific Railway Co'y, run out of its splendid harbor. The Canadian Pacific Railway running south to Toronto enters the town, and before the year is out an east and west line of the Grand Trunk will be running into it. The town is beautifully situated between two hills and is a substantially built place, giving every sign of an enterprising confidence in its future greatness.



Situated on the
Canadian Pacific
an east and west
of an enterprising



BARRACHOIS HARBOR, CAPE BRETON. The place shown in the engraving is on the Bras d'Or Lake about twenty miles from Sidney and eighteen or twenty miles from Grand Narrows. Despite its name it is not a shipping point, nor even a calling place for the steamers plying on the Lakes. It is only a post office which had harbor tacked to its name to distinguish it from a great many other Barrachois. The country round about is in nature's primeval condition. The settlement is sparse, the inhabitants finding a livelihood in combined farming fishing and lumbering. The hills are said to be full of iron and copper ore, and a valuable iron property is located within a quarter of a mile of the shore in the hill shown at the right hand side of the engraving. The scenery is rich and variable and is one of the most beautiful bits along the line of the Intercolonial, whose track is shown in the engraving.



SNOW SHED IN THE SELKIRK MOUNTAINS.—One of the earliest lessons learned by the managers of the Canadian Pacific Railway in mountain railroading was the necessity of snow sheds, and expensive though it was to put their track for mile after mile under the shelter of strongly timbered sheds, it was the only alternative. The traveller finds along certain mountain sections in the daytime the train flashing in and out of stretches of darkness so often that he does not keep count of the number of those sheds along the line. Upon approaching the longer ones extending several miles the lamps are lighted in trains because the sheds are closed in. Their roofs are slanted as nearly as possible at the angle of the mountain side against which they are built, and they are built very strongly of square timber because they must bear the weight of immense slides of snow, ice, rocks and sometimes uprooted trees.

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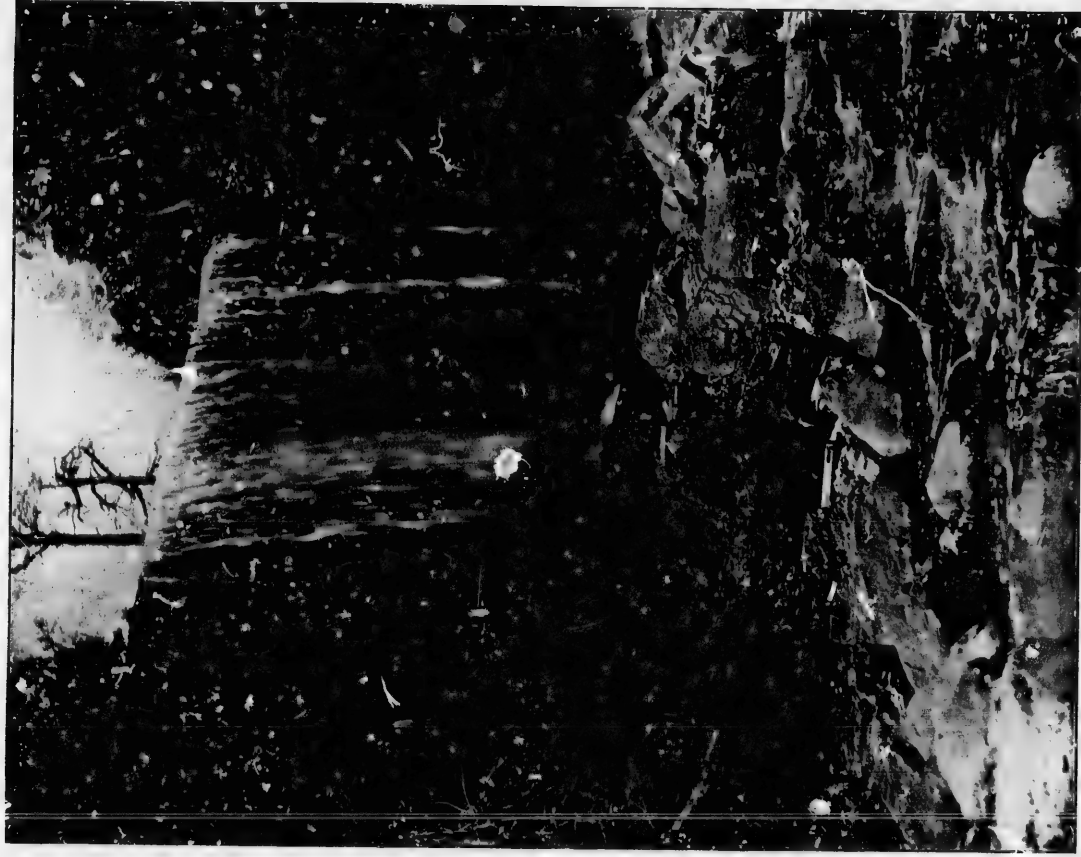
VICTORIA, B.C.—The provincial capital of British Columbia, is charmingly situated at the southern extremity of Vancouver Island, overlooking the Straits of Fuca and across the Gulf of Georgia to the mainland. Across the Straits are the beautiful Olympic mountains, and far away at the east the white cone of Mount Baker is conspicuous. The climate is similar to that of the south of England, and the city is peculiarly English in its characteristics. Its population is 20,000. Besides the Government Offices the city has many fine public and private buildings. The city has an extensive trade and many large commercial houses. Steamboats afford connections with Vancouver daily. Steamers leave once a month for Honolulu and Australia. Esquimalt Harbor, two miles away, is the British Naval Station and rendezvous on the north Pacific, and a number of men-of-war are to be found there at all times.



FORT QU'APPELLE, N.W.T., is seventeen miles north of Qu'Appelle station on the Canadian Pacific Railway. There is no railway connection, communication being by stage. It is an old post of the Hudson's Bay Company, beautifully situated on the Fishing Lakes in the deep valley of the Qu'Appelle river which flows into the Assiniboia at Fort Ellice. There is a sparse settlement in the vicinity of the village. The country is less favored than many other portions of the territories, the subsistence of the settlers being by mixed farming and cattle raising.



BARRIE FROM KEMPENFELDT BAY.—Barrie as viewed from the shores of Kempenfeldt Bay in the engraving, is one of the prettiest towns in Canada. It is beautifully situated on a site sloping gradually from the Bay and is seen to best advantage during the run by train along the shore from Allandale. It is one of the pleasantest spots in the province from a residential standpoint. The population is about 4,000 to 5,000, and the surroundings are healthful and generally conducive to comfort and all that goes to make life in such a place enjoyable. The Bay affords excellent facilities for boating and yachting, and excursions to the many picturesque points of interest in the immediate vicinity. Barrie is the county town of Simcoe.



WEBSTER'S FALLS, NEAR DUNDAS, ONT.—This pretty waterfall is on the Dundas Creek just south of a village with the bucolic name of Bullock's Corners. It is a three-quarter mile walk up the ravine from the Dundas station on the Grand Trunk Railway. The locality abounds in pretty scenery and is well worth a day's visit or longer. The Falls are made where the mountain taking a sharp curve, forms a perpendicular ledge of rock over which the water descends to a bed of stones eighty feet below. The stream which here disports itself so carelessly has earned a right to play by having just come from turning the wheels of a large flour mill erected by the man whose name is given to the Falls.

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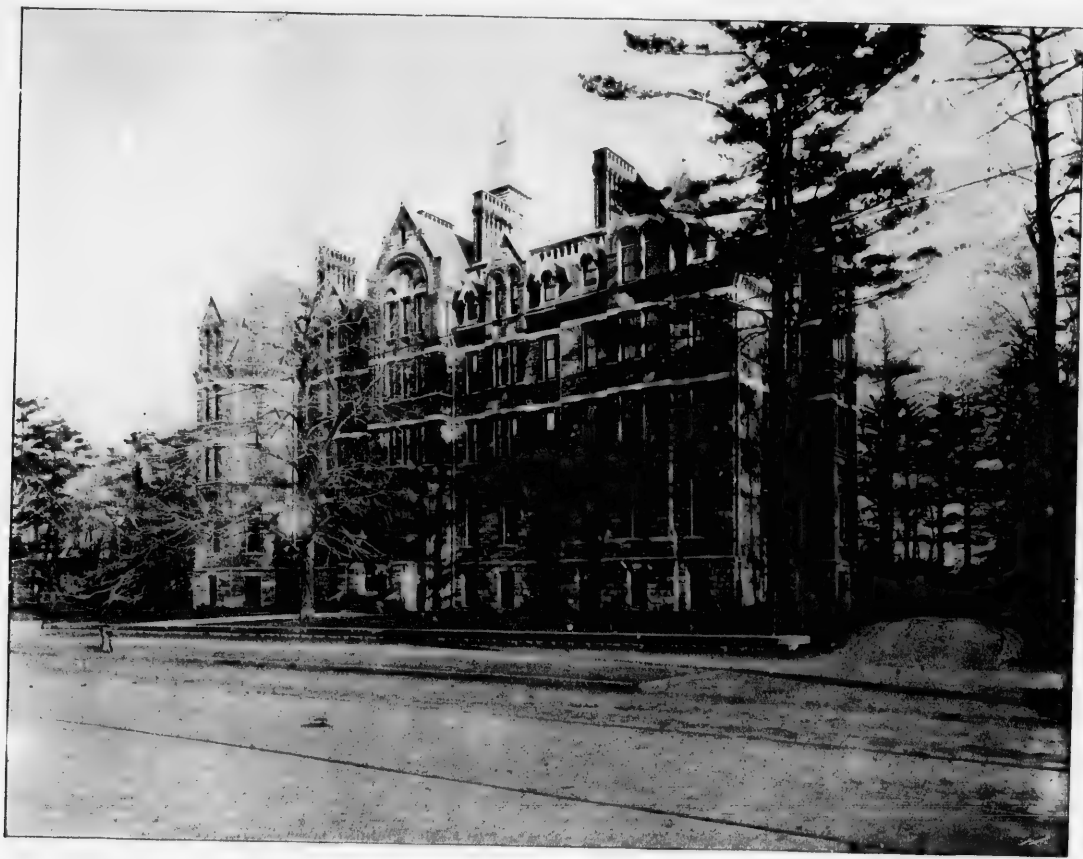
WYCLIFFE COLLEGE, TORONTO.—This is a purely theological institution, established by the Low Church party of the Anglican denomination. Its founders' principles being offended by the Ritualistic teaching of Trinity College, they, by dint of great and persevering efforts, succeeded in raising sufficient money to endow an institution in which ministers should be prepared who would keep alive in the church the Evangelicalism which they feared was absent from Trinity theology. Starting in a small way, with few students and a limited staff, in a building on College Street, Wycliffe has grown in popularity and solidity, and two or three years ago the large and splendidly equipped building shown in the engraving was built. It is situated about a stone's throw north of Toronto University.



TRANSFER STEAMER BETWEEN WINDSOR AND DETROIT.—The above engraving presents the Canadian Pacific Railway transfer steamer Ontario, by which the cars of the company are ferried across the Detroit river. There are two of these mammoth ferries engaged by this line, and others of a similar description used by the Grand Trunk and Michigan Central lines. The Ontario and its companion boat will carry twenty-two cars on its three tracks. A train of cars can be loaded at Windsor, ferried over and landed in Detroit in thirty minutes. The locomotives are not carried across, but the heavy coaches and sleeping cars can be lightly carried on the massive deck of the steamer. The view from the car windows of the river is a fine one. There is a good view of the cities on the opposite shores, and of the stream which carries on its bosom the greatest tonnage of any river in the world.



SALLYPORT, FRENCH FORT, ANNAPOLIS.—The old fort occupies a peninsular piece of land where the basin of Annapolis suddenly contracts like the neck of a bottle. The trenches and earthworks are covered with grass, and the trees in the corners of the excavations show signs of decrepitude. A part of the loose stone wall with which the parapet on one side was faced still remains, and the arched sallyport is in a moderately good state of preservation. The wooden building standing in the centre of the quadrangle was used as a barracks in the days of the fort's vigor. There is a small stone building in a corner of the earthworks. It was the magazine of the French and is said to have been built in the year 1642. Near by is the old grave yard in which the soldiers who used to garrison the fort lie buried.



McMASTER HALL, TORONTO.—This is the College of the Baptist denomination. It is a large compact building of stone with red brick facings, and in the beauty of its architecture is hardly inferior to either Trinity or Knox Colleges—the institutions of the Anglican and Presbyterian denominations. It owes its existence mainly to the munificence of a citizen of Toronto and member of the Baptist communion, the late Hon. W. McMaster, of "Rathnally." It is beautifully situated at the northern limit of Queen's Park, on the south side of Bloor Street near St. George Street, and almost due north of Toronto University. It is a young, healthy, active educational centre, enjoying the respect and confidence of its own denomination and members of other churches as well.



RESERVOIR PARK, TORONTO.—The water supply problem in Toronto never seems settled. For a long time the supply was at an insufficient elevation, and obtained from a part of the lake too liable to be contaminated by city sewage. Then the present works were put in, and it was supposed, but erroneously as it turns out, the problem was solved. The reservoir from which the water is distributed is beautifully situated on the summit of Rose Hill upon the northern confines of the city. There a miniature lake has been built of nine acres' extent, flooded and walled with stone. The grounds around are beautifully kept and overlook on one side the Mount Pleasant Cemetery and the park-like Ravine which extends in this direction from Rosedale; in the other direction the city stretches out descending to the Bay. This is one of the prettiest spots in the city, and presents one of the most picturesque prospects.



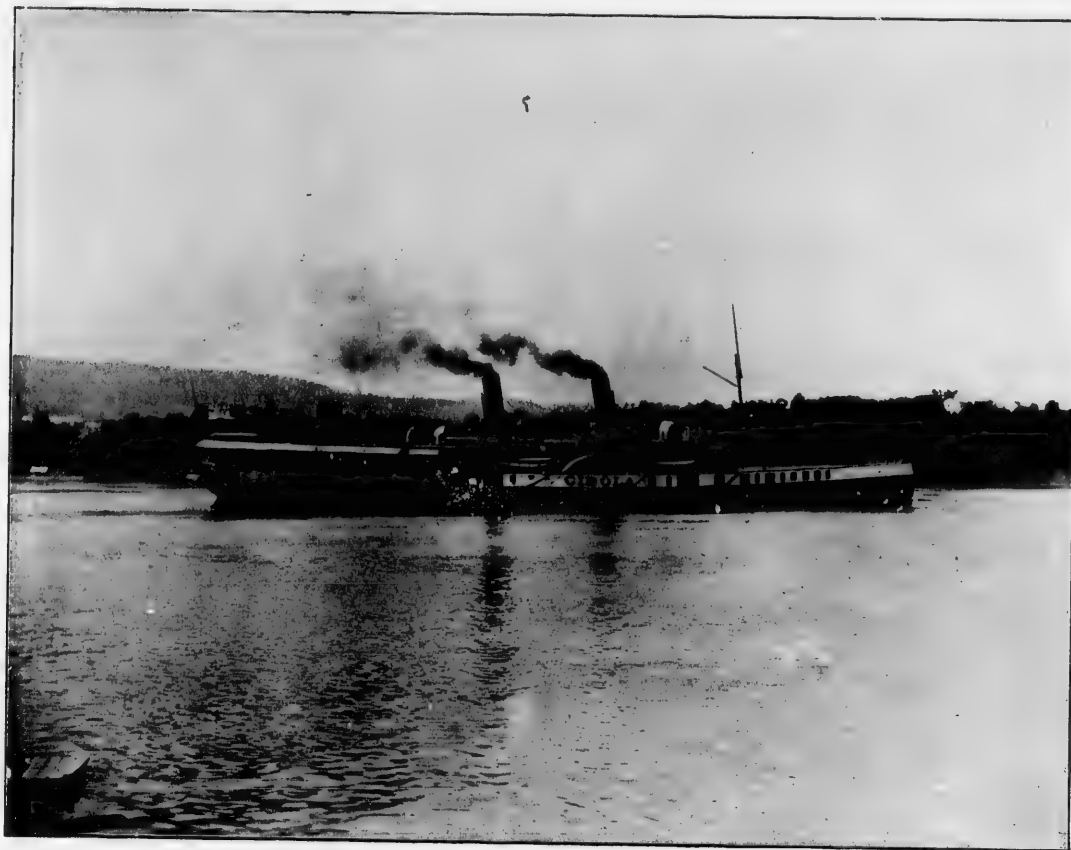
THE PIERS, HAMILTON, ONT.



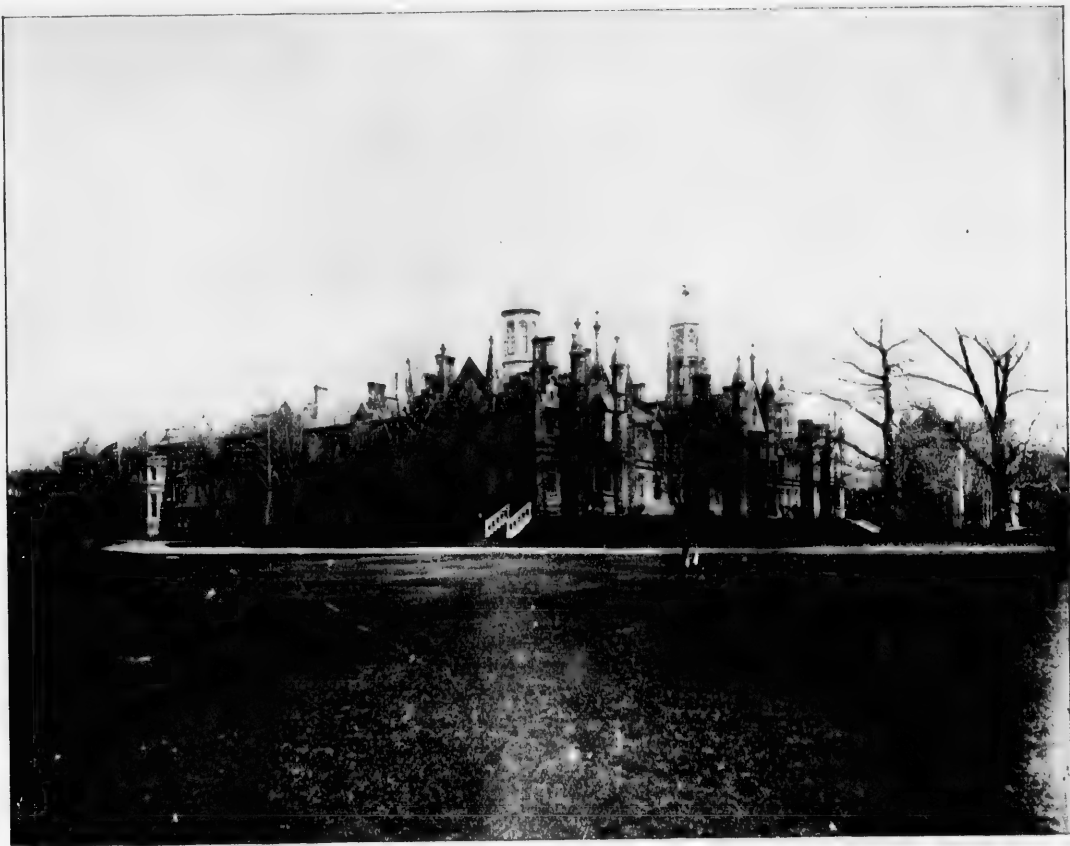
RIVER STREET, PRINCE ALBERT, N.W.T.—The town of Prince Albert is situated on the north Saskatchewan, a short distance above the junction of the two branches. It straggles along the river for more than three miles, and is made up of several villages strung together by a string of houses. There is the Hudson's Bay portion, then the town proper, the mounted police barracks and then the English church school. The country round about is rolling prairie and bluff, rich and fertile for agricultural and ranching purposes. In the background of the engraving on the north side of the river the country is thickly wooded. The town is reached by a branch of the Canadian Pacific Railway running from Regina. This line opened up a new territory known as the Park country, which has already drawn a considerable settlement.



The scene in the engraving is between Waterdown and Hamilton on what is known as the Griffin Road. It is in the beautiful valley of the Waterdown creek, just above where it empties into Burlington Bay at the mouth of the Desjardins Canal. The elevated plateau in the background is the plain of Burlington leading off to the Bay and the striking front of the mountain. There are many pretty views in the neighborhood, the country being rolling and picturesque. The village of Waterdown is north from Hamilton on the mountain, about six miles distant.



THE STEAMER "CIBOLA." The most popular summer trip out of Toronto is by the boats of the Niagara River Navigation Company, which run across Lake Ontario and up the Niagara River to Queenston Heights. The sail occupies about three hours, and combining both lake and river scenery, constitutes an ideal afternoon's outing. The Niagara river is most picturesque with its high banks thickly wooded, and to its natural attractions there is the historic interest which attaches to the battle ground of 1812 and 1866. The three steamers of the Company are floating palaces, the finest on the great lakes. They are all built upon the same general lines, but the "Chippewa," the new boat put on the route last year, is the largest and most sumptuously finished.



TRINITY UNIVERSITY, TORONTO. The University of Trinity College owes its origin to the untiring energy and self-sacrifice of the first church of England Bishop in Toronto. Dr. Strachan having strong prejudices in favor of a state church, sought to make the Upper Canada University a close corporation in the hands of the Church of England clergy. The attempt, however failed, and King's College disappeared with the Clergy Reserves. But the doughty prelate, not acknowledging defeat in, 1850 set about the establishment of a Church University. In 1852 a royal charter was granted to Trinity College conferring on it all the functions and privileges of a University. The buildings are in the Tudor style of Gothic architecture with ornamental pinnacles, and tower and cupola over the main entrance. It is situated in beautiful grounds formerly known as Gore Vale. Within the past few years it has been enlarged and a pretty chapel added to the original buildings. There is a medical faculty in connection with the University which is deservedly popular.



FRASER CANYON, ABOVE SPUZZUM, B.C.—The principal canyon of the Fraser River commences at Boston Bar, between North Bend station on the C.P.R. and Spuzzum. From there to Yale, 23 miles, the scenery is startling in its matchless interest. The great river is forced between vertical walls of black rock where, repeatedly thrown back upon itself by opposing rocks and cliffs, it madly foams and roars. The railway is cut into the cliffs 200 feet or more above. The jutting spurs of rock are pierced by tunnels in close succession;—there are four shown in the above engraving. At Spuzzum the old foot road, as if seeking company in this awful place, crosses the chasm by a suspension bridge to the side of the railway, and keeps with it, above or below, to Yale.



HIGH LEVEL RESERVOIR, MONTREAL.—In connection with the water supply there are two points of interest for visitors to the city. One is the general city reservoir, which is hewn out of the solid rock far up the mountain side, its capacity being 36,500,000 gallons. It is supplied by an aqueduct which leads the water of the St. Lawrence from above the Lachine Rapids to a point on the western limit of the city, where it is pumped up the mountain to the reservoir. The other is the High Level Reservoir, picturesquely situated in Mount Royal Park, higher than the general city reservoir and just adjoining the splendid residence and grounds of the late Sir Hugh Allan, founder of the Allan steamship line. To reach the summit of the mountain from this reservoir there is a gradual flight of steps up the face of the cliff, the reward for the climb being a beautiful variety of landscape views and a view of the city and river below.



MURRAY BAY, QUEBEC. is the most popular summer resort on the north shore of the lower St. Lawrence. The bay is very shallow, and the village proper, whose population is between three and four thousand, lies at the head of it on the Murray River. The summer hotels and cottages, however, are at the pier or across the harbor, at the foot of the opposite promontory, Cap a l'Aigle. The French name, and the preferable one, for the place is Malabar called so by Champlain on account of "the tide that runs there marvellously." The steamer landing place for Murray Bay is Pointe a Pique. Nature here is rugged, savage, unconquered. Here are majestic view points, precipices on precipices; impenetrable gorges, mountain peaks which lose themselves in the clouds, pathless highlands and Alpine landscapes.



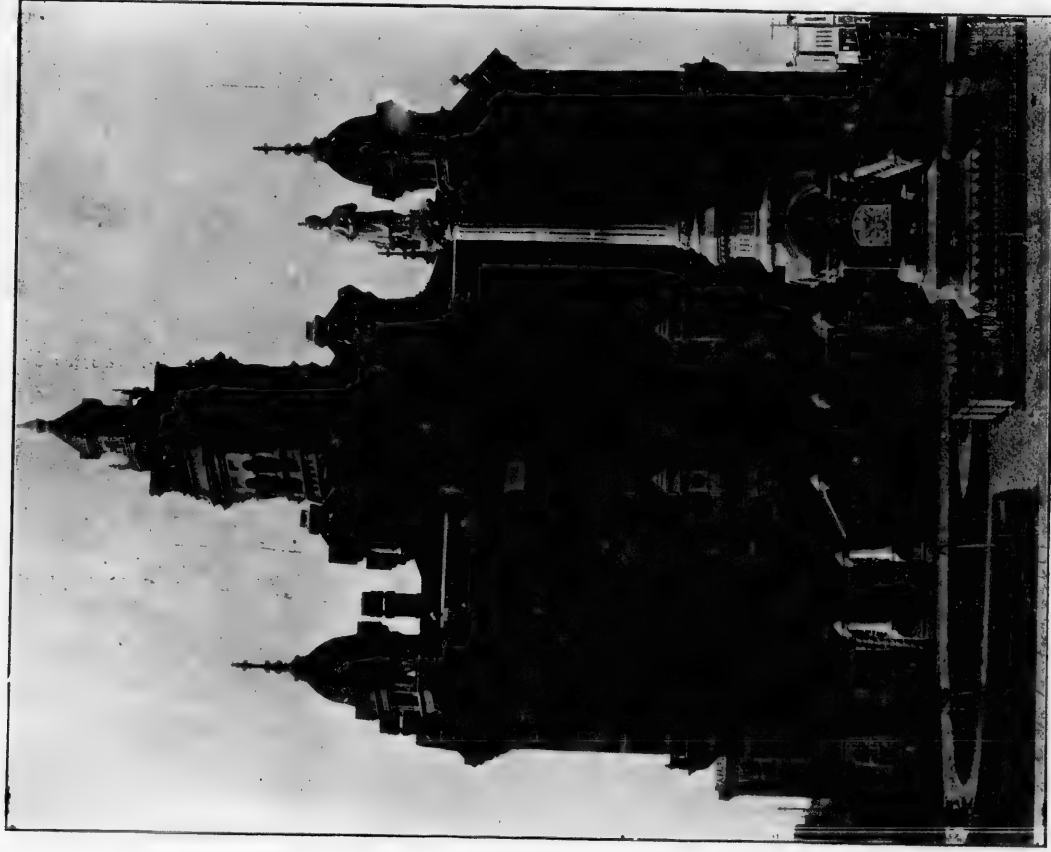
POINTE LA BOULE. This is one of the picturesque features of a trip down the Saguenay River. At this point the cliffs that wall in the river draw close together, and just after the Passé Pierre Isles have been left behind on the downward sail, the steamer's passage seems to be threatened by a towering cap of granite which thrusts itself out as if to bar the way.



FALLS ON HOWLAND'S MILL CREEK, NEAR WATERDOWN.—The vicinity of the village of Waterdown, five or six miles from Hamilton, abounds with picturesque scenery of a quiet, pastoral type. The engraving here produced is a charming falls or cascade near by the village on the mill creek which furnishes power for the flour mills of the firm to which Sir W. P. Howland has given his name. The water pours in a pretty sheet over a considerable height of rock and then tumbles and twists itself among a confusion of rocks and stones until it flows out placidly between the grassy banks of its channel below, while above its noisy passage an arch is formed by the intermingled fringes of the trees upon its banks.



HOWARD LAKE, TORONTO.—The scene in the engraving is in High Park, and shows part of Howard Lake. The park is a princely domain donated to the city by the late Mr. Howard, whose name has been given to the pretty little lake within its borders. Its old name by which, until a few years ago, it was called was less euphonious, but to many people it is still known as Grenadier Pond. It is within a stone's throw of Humber Bay, its shallow waters being separated from the waves of Lake Ontario by a strip of land along which the Grand Trunk Railway, the Mimico Electric road and a beautiful lake shore driveway run. A few years ago the placid surface of the little lake was stirred by a fussy little steam launch, but now its only craft are a few skiffs and punts.



CITY HALL AND VOLUNTEER MONUMENT, WINNIPEG.—The capital of the Prairie Province is rich with handsome public and private structures. The confidence which the people up there ask Eastern Canada to entertain toward the future of their city they exemplify in erection of massive and costly buildings. The City Hall, shown in the engraving, is a magnificent edifice of brick faced with stone, suitable to the growing importance of the place. It was built about a decade ago to replace a building which, being erected in the winter, fell down when the warm weather of its first summer came, and furnished the young city with one of its first municipal scandals. The Volunteers' Monument was erected by subscriptions from all over the Province to the memory of the Manitoba Volunteers killed during the half-flamed outbreak of 1885.

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OLD MAGAZINE AT FORT CUMBERLAND, N.S.—Historic interest centres around the old Fort Cumberland or "Beausejour" which stands about midway across the isthmus joining the Provinces of Nova Scotia and New Brunswick. The old French fort of Beausejour figures prominently in the enchanting pages of Parkman. It played an important part in the long struggle between the French and English forces, whose culmination came in 1755 in the expulsion of the Acadians and the reduction of the Fort by the Massachusetts troops, led by Colonel John Winslow. As Beausejour was the French fort to guard the dividing line between the French territory to the north, Fort Lawrence was erected near it by the English to protect the English territory, which at that time included all of Nova Scotia or Acadie. Beausejour was the centre of operations for the priest of Le Loutre and his bloody Indian allies. After its capture in 1755 it was rechristened Fort Cumberland.



KANANASKIS FALLS ON THE CANADIAN PACIFIC RAILWAY. The Railway Station of Kananaskis is at the eastern approach to the Rocky Mountains which there suddenly appear close at hand, their bases deeply tinted in purple and their sides flecked with white and gold, while high above, dimly outlined in the mist are distant snowy peaks. Just beyond the station the railway crosses the Kananaskis River by a high iron bridge, a little above where it joins the Bow. Near by is the great falls of the Bow River, called Kananaskis Falls, whose roar can be heard from the railway. The vicinity is rich in magnificent scenery. The mountains just west of here rise abruptly in great masses streaked and capped with snow and ice, and shortly after leaving Kananaskis a bend in the railway brings the train between two almost vertical walls of dizzy height. This is the gap by which the Rocky Mountains are entered, and through this gateway the Bow River issues from the hills.



GREAT GLACIER OF THE SELKIRKS, ON THE C.P.R.—The Great Glacier is a vast plateau of gleaming ice, extending as far as the eye can reach, as large, it is said, as all those of Switzerland combined. It is only two miles from Selkirk summit, and there is a station of the C.P.R. within fifteen minutes' walk of the Glacier. Here the railway company have built a hotel after the architecture of a Swiss chalet to accommodate the tourists who are not satisfied with the short stop made by the train. The Great Glacier is exactly a mile and a half away and its forefoot is only a few hundred feet above the level of the hotel. A good path has been made to it and its exploration is easy. A glacial stream has been caught and furnishes fountains about the hotel.



QUEEN VICTORIA PARK, NIAGARA FALLS.—The best view of the great natural marvel to which no other waterfall in the world is at all comparable, is presented from the Canadian side of the Niagara River. So long, therefore, as human interest be sustained in the world-renowned Niagara Falls, the vantage points from which it can be viewed will continue to be the most popular sight-seekers' resort upon the continent. To preserve it, therefore, in a beautiful and natural state as well as to free visitors from the exactions of private owners, the land has been set aside by the Ontario Government as a public park. This was done in 1887, and the popularity of the resort has since greatly increased. The Park is threaded by drives and paths, which follow the shore line and lead to the favorite points of vantage. It is prettily wooded with trees, whose foliage is freshened from the spray of the cataracts. The new electric railway from Queenston to Chippewa, which follows the river bank and runs through the Park, has greatly added to the facilities for sight-seeing and increased the number of visitors.



STONE CREEK.—We here present a second view of Stoney Creek, in British Columbia, on the Canadian Pacific Railway. It is one of the wildest pieces of mountain scenery which the panorama of travel in that grandly rugged Province presents. It is in the Selkirk range of mountains, and notable not only on account of its picturesqueness, but also as the location of the highest railway bridge in Canada, and the second highest on the continent.



G.T.R. TUNNEL, SARNIA.—One of the world's greatest engineering wonders is the Tunnel under the St. Clair River between Sarnia, Ont., and Port Huron, Mich. It was constructed to avoid the necessity of ferrying the immense traffic of the G.T.R. and its connections by transports across the River. The Tunnel proper is 6,026 feet in length, and with its approaches 12,553 feet. The Tunnel alone cost upwards of \$1,500,000. Mr. Joseph Hobson, the engineer who planned, and under whose guidance the work was carried out, is a Canadian by birth, and is at present Chief Engineer of the Great Western Division of the Grand Trunk Railway.



OWEN SOUND HARBOR.—The Bristol of Canada is the name sometimes applied to this growing and busy northern lake port. Its future can scarcely be predicted. It shares the possibilities of the great north-west country, much of whose harvest product must come to it for transshipment from boat to railroad. Four regular lines of steamers already run out of it, among them the magnificent steamers of the Canadian Pacific Railway. Besides these a fleet of sailing schooners bring to this harbor their cargoes. The citizens are proud of their harbor, and proud of its shipping. They are full of hope and confidence for the future, and justify their expectations by the record of the past and the signs of the years to come.



CAPE TRINITY, SAGUENAY RIVER.—The twin capes, Trinity and Eternity, are the climax of Saguenay scenery. These giant cliffs, the one 1,600 and the other 1,800 feet in height, watch each other across the black gulf of Eternity Bay, a narrow fiord wherein the sounding line must descend 1,000 feet to reach the bottom. There is an awful sublimity in these promontories springing sheer from the black depths of the mysterious river. The northernmost cape receives its name of Trinity because it consists of three mighty precipices each 500 or 600 feet in height piled one upon the other and fringed along the beetling top with wind-blown pines. Cape Eternity is 200 feet higher than its terrible sister but slopes a little back from the water. It is said that when the Flying Fish conveyed the Prince of Wales up the river one of her 68-pounders was discharged near Cape Trinity; that for the space of half a minute afterwards there was silence and then the echoes came deafening down, crash upon crash, as if each rock and crag was pouring upon the deck, crushing volleys from answering batteries of 68-pounders.



STUTT'S MILLS, DUNDAS.—This is another of the picturesque spots in the Dundas Valley to which we have previously referred. There is no part of Ontario which better repays a visit than the vicinity for five or six miles around Burlington Bay. The Dundas creek, with its pretty waterfalls and its fickle twistings, is one of the prettiest streams in the Province of Ontario. In the earliest days of the Province it was turned to commercial purposes, and it plays now to some purpose by turning busy mill-wheels in its course, although some of the machinery to which it was harnessed in earlier years is motionless.



MONUMENT AT HALIFAX TO NOVA SCOTIAN OFFICERS WHO FOUGHT IN THE CRIMEA.



TADOUSAC, FROM THE SAGUENAY. --Tadousac is celebrated both historically and scenically. It is associated with the name of Jacques Cartier, who visited it in 1535, and with Saguenay scenery which is visited every summer by thousands of tourists. It is a village of 600 inhabitants, picturesquely situated just above the confluence of the St. Lawrence and the Saguenay. It is the oldest continuously occupied European settlement in Canada. A trading post was established there in 1593, and Champlain visited it in 1602. For scores of years it was the chief meeting-place and market of the French fur traders and the Indians. In 1661 the garrison was massacred by the Iroquois. It played a prominent part in the story of the early efforts of the French missionaries, the first mission being started there in 1615 by the Recollet Fathers.



MACHAR'S POINT, THOUSAND ISLANDS.



BEARDY'S WARRIORS OF THE NORTH-WEST REBELLION.—Beardy, the Cree Chief, and his band of Indians, took an important part in the initial stage of the outbreak of half-breeds and Indians in the North West Territories in 1885. Beardy was with the insurgent half-breeds when they met the mounted police near Duck Lake upon the day when the first blood in the outbreak was spilled. It was he, who, when the interpreter for the police came forward to parley, took hold of the messenger's rifle and precipitated hostilities. Dumont, the leader of the insurgents, seeing Beardy take hold of the interpreter's rifle, and anticipating the result of the scuffle, signalled his half-breeds to flee to the Coulees for protection. The commander of the police, taking alarm, gave the order to fire.



HALIFAX HARBOR, MELVILLE ISLAND AND PRISON.—Halifax Harbor is one of the finest and most picturesque in the world. It is one of the most important in the North Atlantic. It is five miles in length and on an average a mile wide. It is connected with Bedford Basin which would carry, it is said, the entire British Navy. The harbor is protected by McNab's and George's Islands and knows little of the angriest seas that may be rolling outside. The tides here only rise six or seven feet and there is water enough at neap tide at every one of the sixty docks to float the largest ocean liner. By bell and buoy the safety of shipping has been provided for. As this is the principal station of the North American and West Indies squadron of the British Navy a good deal of attention has been bestowed upon its fortifications, for which the Islands have been utilized.



IDYLWYLD, THOUSAND ISLANDS.—The first mention of the Thousand Islands is in a paper dated 1666. There they are spoken of with anything but the admiration of which they are now the subject. The seventeenth century visitor declared that they had "nothing agreeable beyond their multitude." Now, however, whether it be that they have become more beautiful, thousands of people every year passing down the noble river fall under the spell of their picturesqueness. One of the pleasantest points for making a closer acquaintance with them on the Canadian side is the thriving village of Gananoque. It is in this vicinity that the Island pictured in the engraving is situated.



LOOKING OUT TO THE SEA FROM DARTMOUTH, N.S.—The town of Dartmouth lies on the east side of Halifax harbor. It is connected by ferry steamers with the Provincial capital, and is one of the places of interest to visitors. It is a flourishing town with a population above 6,000, and possesses a large sugar refinery and a number of other important manufactories. Below the town lies Fort Clarence, commanding the eastern passage to the harbor, a narrow channel, with numerous shoals, supposed to be impassable for large vessels until the Confederate steamer *Tallahassee* made her escape through it in 1862. Small steamers ply frequently to McNab's Island, a favorite picnic resort. The town used to be reached by the Intercolonial Railway until the bridges over the narrows between the harbor and Bedford Basin collapsed.



DEAD CAMP, NIAGARA, SIX O'CLOCK.—The ground of the Niagara peninsula is historic fighting ground. It is eloquent of the struggle of the people of this Province to maintain their relationship with the mother country. There the courage of the early settlers of this country was proven, and the progress of the peace spirit has not eliminated out of us the pride we feel in a warlike ancestry. Old Niagara, therefore, with its associations and its old fort, reminding us of them, is a suitable camp-ground for the annual drill of the volunteer soldiers, and to this purpose it is put. It is the rendezvous for the militia of the Toronto military district. The photographer has caught the camp at dead hour of six o'clock, when, during the time the men are at "skilley" duty around the cook shanties, the batteries' drill ground, as seen in the picture, is deserted.



ALONG THE WATER FRONT, WINDSOR, ONTARIO.—The City of Windsor is the most western point in Ontario. It is the "baby city" of the Province, the ink upon its charter being scarcely dry. It is a thriving place with some of the snap and enterprise of the City of Detroit, from which it is separated by the Detroit river, and with which it has constant ferry communication. The engraving shows the ferry boat leaving the Windsor landing wharf. The river is from one to three miles wide, and a fall of eleven feet in the eighteen miles of its course gives its dark green water a rapid current. The water front of the City of Detroit, which is dimly seen in the engraving, is nine miles long. More tonnage of shipping passes between the Canadian and American cities during the year than passes any other point on the globe.



PUBLIC GARDENS, HALIFAX.—Halifax delights above most things in its public gardens and parks at Point Pleasant. The gardens are fourteen acres in extent, and are, it is claimed, the most beautiful of their size in America. They are artistically arranged with ornamental shrubberies, arbors, ponds, fountains, trees and flowers, and presents a highly attractive picture. A military band plays there every Saturday afternoon, and illuminated evening fetes are held from time to time. The spot recalls somewhat the Boston Public Gardens, and is one in which the Haligonian deservedly takes pride.



MATTAWA, LOOKING TOWARD ROSEMONT.—Mattawa (meaning "The Forks"), is a town of 1,200 people, on the Canadian Pacific Railway, in the district of Nipissing. It is on the Ottawa river, and is an old fur-trading post of the Hudson's Bay Company. But at present it is of most importance as a distributing point for a vast tract of rugged and wild country where extensive lumbering operations are carried on. Gold occurs in the bold crags facing the town, but has not been extracted in paying quantities. Mattawa is a splendid place at which to fit out for an extended hunting or fishing excursion in those northern parts of Ontario.



REGINA.—The capital of the district of Assiniboa, and the distributing point for a considerable trade north and south, is a brisk town of 2,300 population. It is the seat of Government for the North-West Territories and the place of residence of the Lieutenant-Governor, whose residence may be seen a mile from the railway station. Near it are the headquarters of the North-West Mounted Police, whose barracks, officers' quarters, offices, storehouses, and the imposing drill hall, together make a handsome village.

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CHRISTIAN ISLAND LIGHTHOUSE.

FISHING BOATS LANDING AT REAR OF
CAMPBELL ROCK.

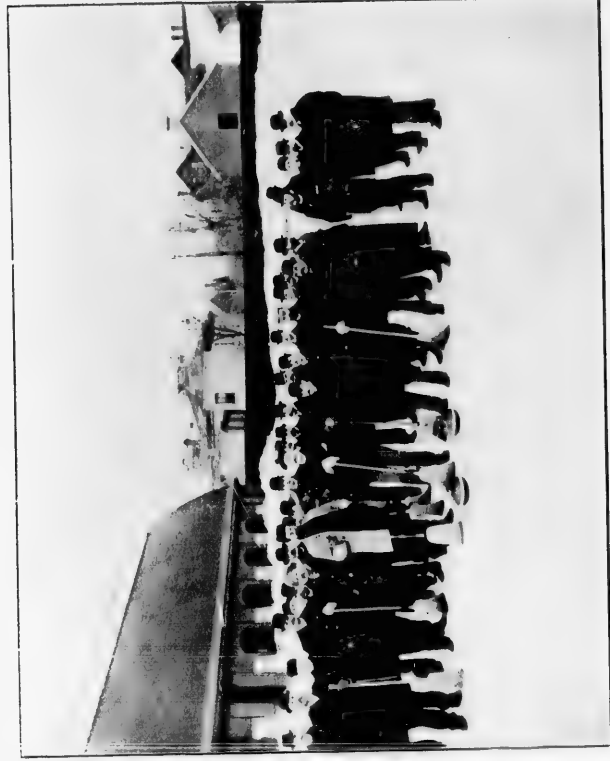


FOUR GEORGIAN BAY VIEWS.

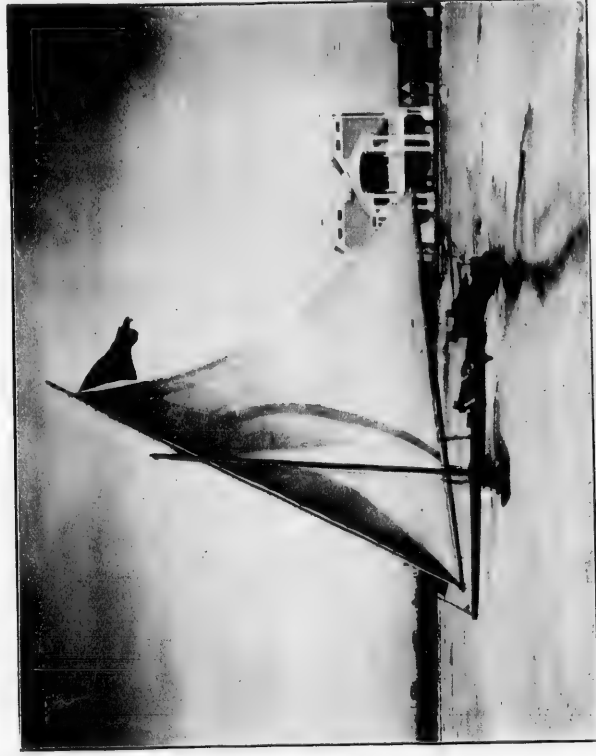


THE "HALCRO" AT CUT KING HARBOR,
GRIFFITH'S ISLAND.

LAKE SUPERIOR FISHERMEN AT HOME.



THE GOVERNOR-GENERAL AND THE TORONTO CURLING CLUB.



ICE BOAT "VIOLA"

PASSING THE ROYAL CANADIAN YACHT CLUB HOUSE AT TORONTO, AT THE RATE OF FIFTY MILES AN HOUR.

ICE BOAT "VIOLE"

PASSING THE ROYAL CANADIAN YACHT CLUB HOUSE AT TORONTO, AT THE RATE OF FIFTY MILES AN HOUR.



QUEEN'S SQUARE GARDENS, CHARLOTTETOWN, P.E.I.—The focus of life and activity in the capital of Prince Edward Island is Queen's Square, in which stand the principal public buildings, surrounded by gardens adorned with tasteful flower beds. In the centre is the Provincial Building (shown in the engraving), a substantial old-fashioned stone structure, containing the halls of the Legislative Assembly and the Provincial Library. To the west of this is the Court House, a brick building, also shown in the engraving; and, to the east, the Post Office and Market House. Round the square are the 1st shops of Charlottetown.



WOLFVILLE AND GRAND PRE DYKE.—The busy little town of Wolfville is the centre of a most interesting country. It is itself a pretty place, with a flavor of university culture. Visitors may spend some summer weeks here very pleasantly roaming the breezy dykes and exploring the lovely valley of the Gaspereaux. The great Cape Blomidon, the sentinel of the Evangeline land, may be reached by driving from Wolfville across the famed Cornwallis valley.



GRAND PRÉ VILLAGE.—Home of "Evangeline."—The tourist's interest in western Nova Scotia centres in the Gaspereaux Valley - the land of Longfellow's "Evangeline." Although Grand Pré is pointed out as the centre of the Acadian settlement the great body of the old settlers lived nearer Harbor Landing, a mile nearer the mouth of the Gaspereaux river than Grand Pré. Grand Pré itself, from whose station may be seen, close at hand, a row of old French willows and gnarled apple trees, can hardly be called a village.

GRAND PRE VILLAGE.—Home of "Exangeline." Although Grand Pre is pointed out as the centre of the Gaspereaux Valley, the land of Longfellow's "Exangeline." Although Grand Pre is pointed out as the centre of the Acadian settlement the great body of the old settlers lived nearer Harlow Landing, a mile nearer the mouth of the Gaspereaux river than Grand Pre. Grand Pre itself, from whose station may be seen, close at hand, a row of old French willows and gnarled apple trees, can hardly be called a village.



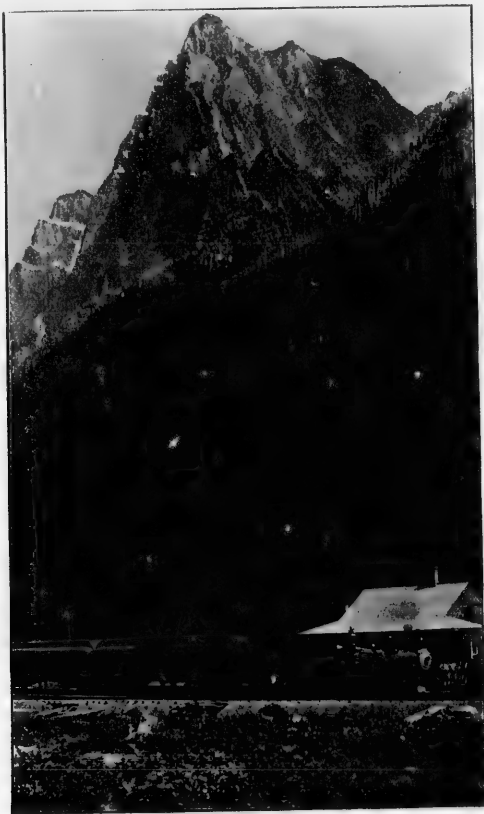
"NEW ISLAND WANDERER" IN LOST CHANNEL, THOUSAND ISLANDS.



CAPES TRINITY AND ETERNITY, SAGUENAY.—These twin promontories are the climax of Saguenay scenery. These giant cliffs, the one 1,600 feet, and the other 1,800 feet in height, watch each other across the black gulf of Eternity Bay, a narrow fiord, wherein the sounding line must descend 1,000 feet to reach the bottom. The northernmost cape justifies its name, being composed of three mighty precipices, each 500 or 600 feet in height, piled one upon another.



STUTT'S FALLS, DUNDAS, ONTARIO.



MOUNT MACDONALD AND C.P.R. TRAIN AT ROGERS' PASS.—Rogers'

Pass is a narrow valley some three miles long, cut squarely athwart the central uplift of the Selkirk range of mountains, in British Columbia. It is cut so deeply that its floor is only 4,000 feet above sea-level, while the encompassing peaks rise to almost twice that altitude above it. The pass is an amphitheatre of stately and ice-clad peaks. At its eastern end Mount Macdonald and the Hermit are separated only by the prodigious fissure through which the railway enters the pass.



C.P.R. TRAIN AT GLACIER HOTEL, GREAT GLACIER, B.C.—The great

glacier of the Selkirks is among the grandest features of British Columbian scenery. The Glacier Hotel has been built by the railway company for the accommodation of travellers who wish to stop over and see this natural wonder. The hotel is only one-and-a-half miles from the great glacier, which is reached by an excellent path. The scenery all about is of Titanic mould, including lordly mountain peaks, monoliths and mountain cataracts.



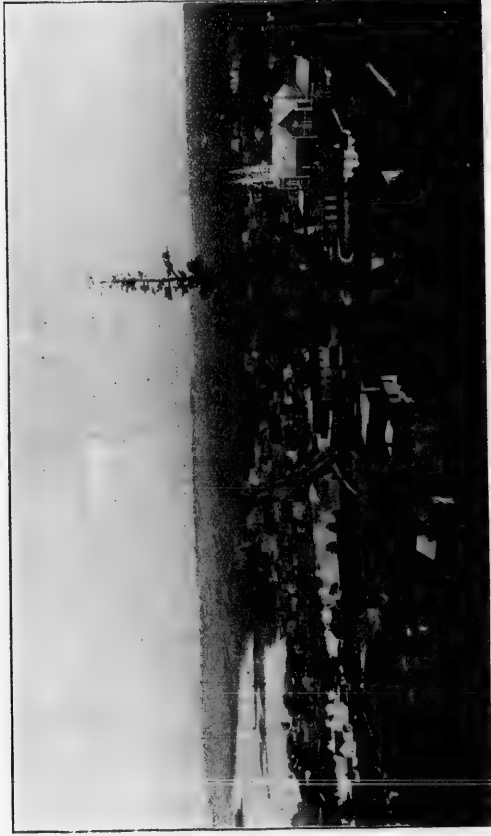
VICTORIA AVENUE, WINDSOR, ONTARIO.—Windsor has many pretty streets; trees and boulevarded streets playing a large part in the appearance of the town. Decidedly the prettiest of these is Victoria Avenue, which is situated in the centre of the town, and adorned with remarkably fine trees, the roadway being unusually wide.



GRAND ENTRANCE TO PUBLIC GARDENS, HALIFAX, N.S.—One of the chief "lions" of Halifax is situated where Spring Garden road intersects with South Park street. The entrance to this "point of interest" is shown in the engraving. The gardens are, perhaps, the finest in Canada or the northern States. On Saturday afternoons, in summer, a military band plays there, and, on summer evenings, concerts are often given, when the grounds are brilliantly illuminated.



SCENE IN HIGH PARK, TORONTO.—The citizens of Toronto are more fortunate than most large cities in its possession of a breathing space so large and picturesque as High Park. Its area is 360 acres, and to the varied endowment of hills, ravines, ponds and streams which Nature bestowed upon it, the city has added the attractiveness of driveways and paths which, while not destroying its primeval character, have added to its convenience. It is situated upon the western confines of the city, and the Electric Street Railway runs into it.



MATTAWA.—The town of Mattawa, on the Ottawa river, in the Nipissing district, is pretty well up at the summit of the lumber operations of the Ottawa Valley. It is a thriving town, and the distributing centre of a large lumbering district, as well as the supplying point for hunting and fishing parties.



L.T.C. TRAMWAY, QUEBEC SIDE, NEAR MATTAWA.



GENERAL VIEW OF PRINCE ALBERT, N.W.T.—This large town is excellently situated on the south bank of the North Saskatchewan river, a few miles above its confluence with the south branch of that river. It is the central settlement of a group of villages whose population is composed largely of half-breeds, with an addition, in recent years, of a large settlement of white emigrants. It was in this district that the Riel rebellion of 1885 broke out. The region has, within recent years, been tapped by a branch of the Canadian Pacific Railway.



GENERAL VIEW OF MOOSOMIN, MAN.—This fine little town is the special supplying and shipping point for the Pipestone Valley and Moose Mountain regions. On the Pipestone there were placed, half-a-dozen years ago, a large number of Highland crofters, who had been assisted to emigrate, after having been turned out of their homes in order to extend a lordly deer forest.



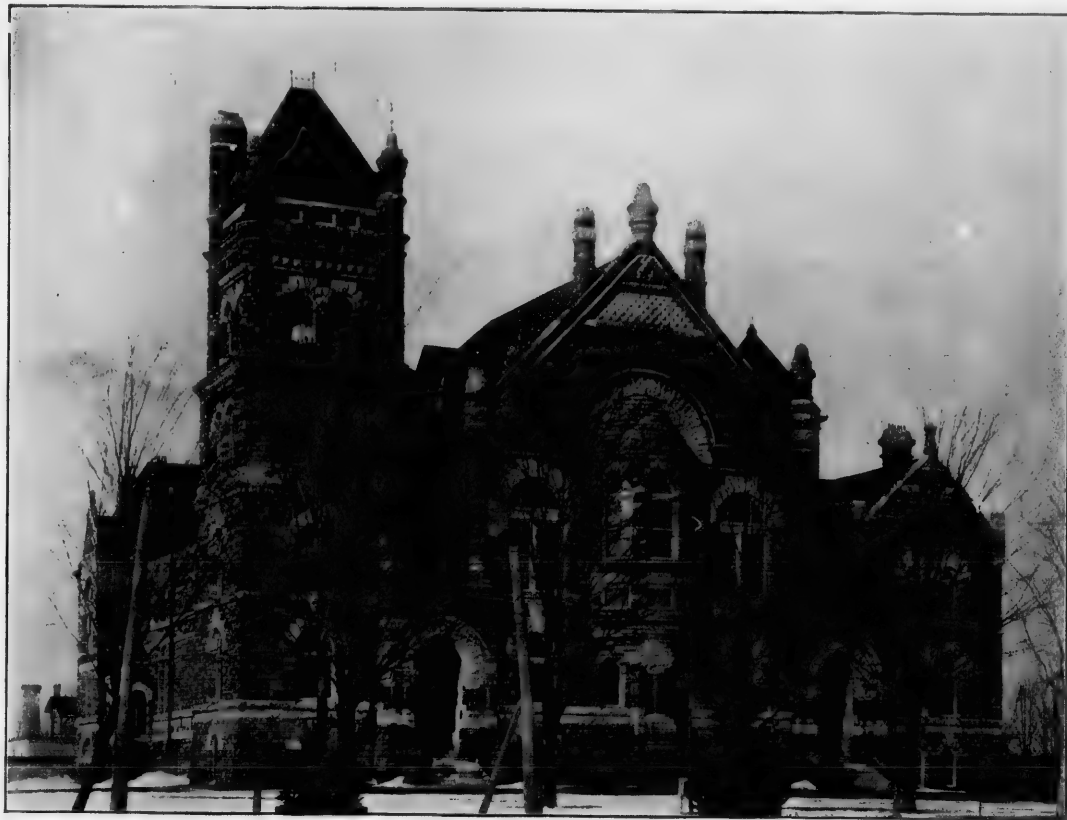
SOUTH BRANCH OF THE RIVER THAMES.—The river Thames flows through one of the richest parts of Ontario, and is one of the most important streams in the Province. The city of London is situated at the forks of the north and south branches, and in that vicinity there is an abundance of picturesque and pastoral scenery. The bit shown in the engraving is just a short distance outside the city.



MOOSE RIVER FALLS, NOVA SCOTIA.—These pretty falls are seven miles from Parrsborough, N.S., and, if you do not know where Parrsborough is, it is a small lumber and coal trading port on the Basin of Minas, with about 1,500 inhabitants. It is frequented as a summer resort for the fishing and shooting in the vicinity and its other attractions. It used to be a famous region for moose and caribou shooting, hence the name given to the river on which the cataract in the engraving is located.



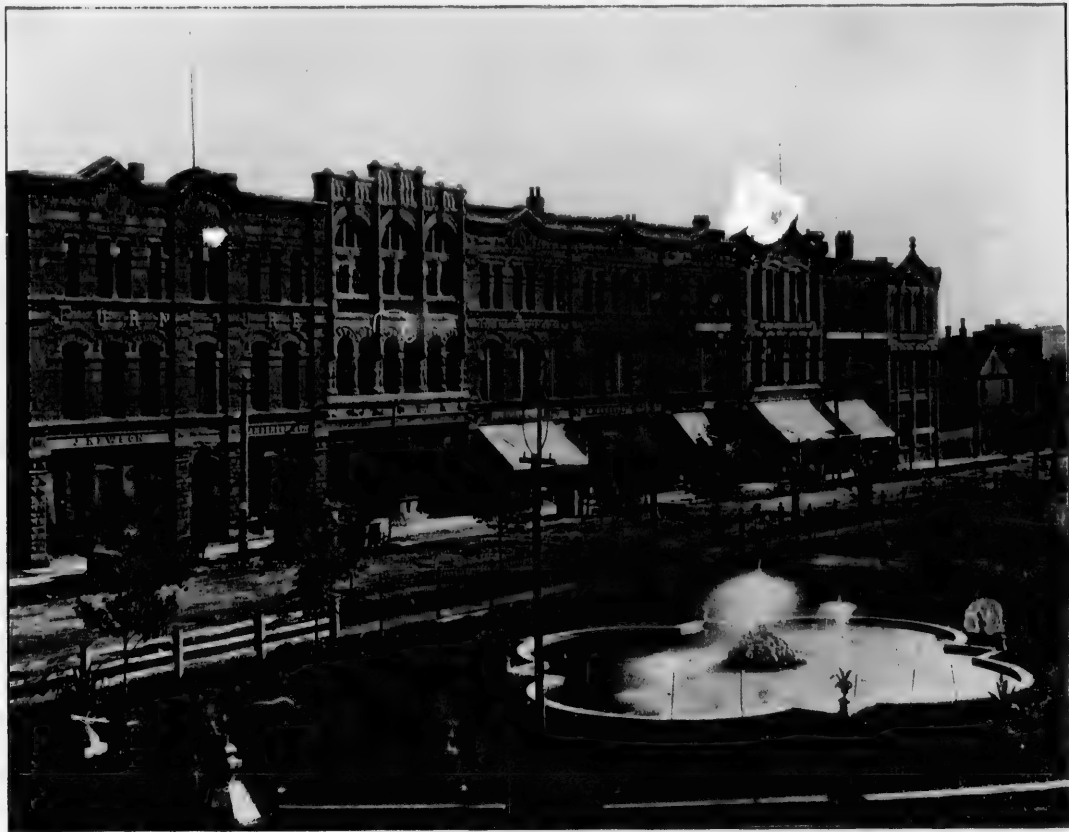
LAST OF THE MANITOBA BUFFALOS.—There is a touch of the pathetic in the extinction of any of earth's noble creatures, and in the disappearance of the buffalo of the western plains—one of the noblest of the animal denizens of this continent. Although not actually extinct, the countless herds which once roamed over the country are gone, and the survivors are likely soon to follow, in spite of the artificial resources to prolong their lives and multiply them. The commercial effect of their disappearance is seen in a greatly enhanced price for good buffalo robes and in the manufacture of substitute furs. But, as in most other lines of life, appreciation of the buffalo's skin is growing with the increasing scarcity, and, it is now said in Manitoba, that no other fur is so desirable as a protection from the cold weather.



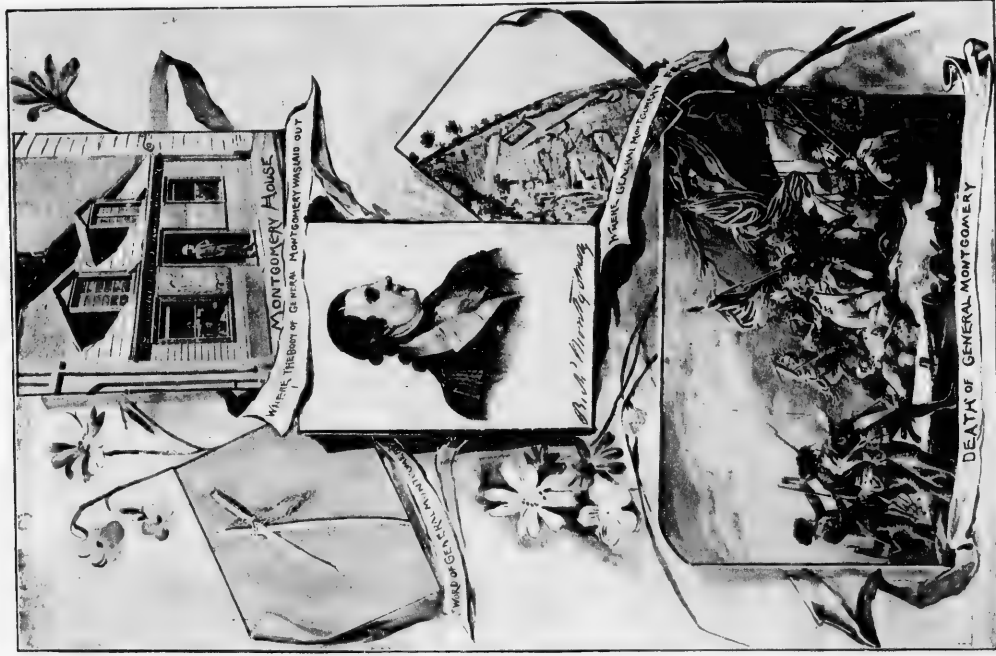
OXFORD COUNTY COURT HOUSE, WOODSTOCK, ONT.—The new county buildings of Oxford, shown in the engraving, are said to be the finest in the Province of Ontario. They suitably represent the wealth and substantial prosperity of the richest cheese county in cheese-producing Canada. They also appropriately testify to the progressiveness of the town of Woodstock, one of the most thriving and up-to-date towns in Canada, and one whose growth during the past six or seven years, has been equalled by only one or two of its competitors.



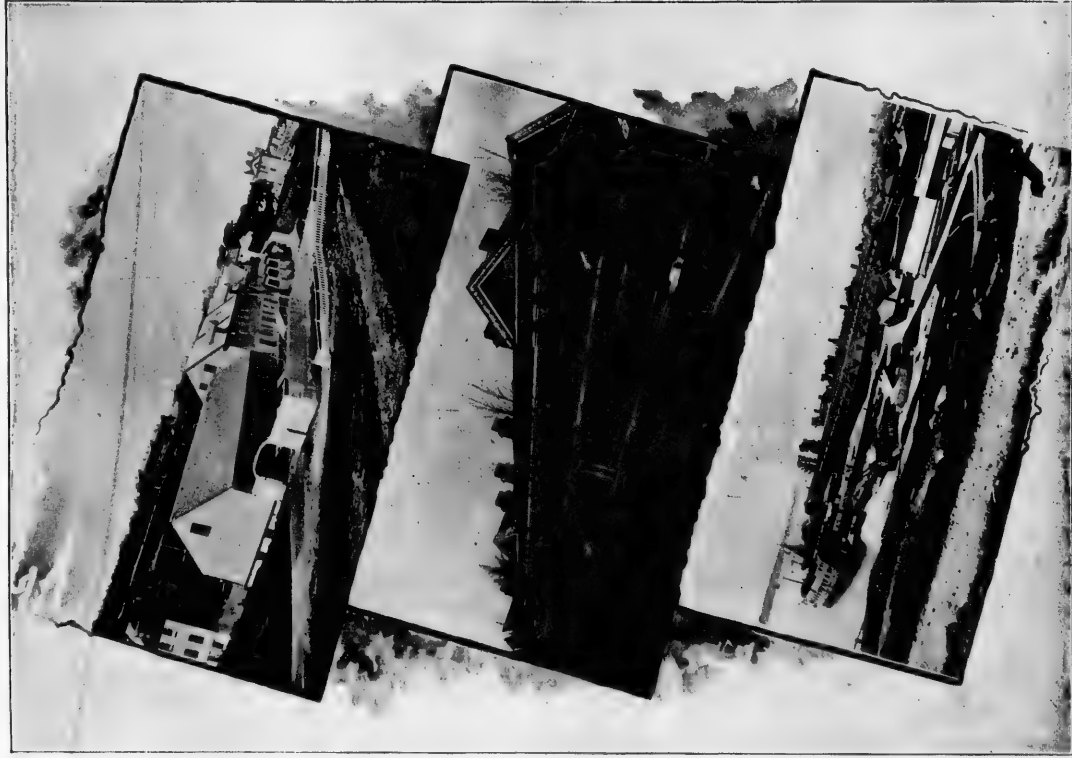
NEPEAN POINT, OTTAWA, FROM THE TOWER OF THE PARLIAMENT BUILDINGS.—The tower from which the above picture was taken is a favorite view point for visitors to the Canadian capital. The conical roof in the foreground belongs to the magnificent library of Parliament. The view is looking to the northward. The broad sheet of water is the Ottawa river, and off in the distance are the Laurentian Hills. A part of the city of Ottawa is visible to the right, the Government Printing Bureau being the principal building in sight. On the left of the river an outlying portion of the city of Hull may be seen on the Quebec side of the stream.



VICTORIA ROW, FROM QUEEN'S SQUARE GARDENS, FREDERICTON, N.B. The capital of New Brunswick is a very attractive little city of something over 5,000 inhabitants, pleasantly situated on the right bank of the St. John river. Queen street, its main thoroughfare, runs parallel with the broad river, which, here, is three-quarters of a mile wide, and close to it. On the side nearest the river are the public buildings, and, on the other, the principal business blocks. One of these, and one which would do credit to any city, is Victoria Row, shown in the engraving.



DEATH OF GENERAL MONTGOMERY.—The struggle in which General Montgomery fell was the last taste of war which the ancient capital has known. It was 1775 General Benedict Arnold made his famous march through the Chaudiere Valley and reached the Heights of Abraham, by the way Wolfe had pointed out fifteen years before. Two weeks later, on the 1st December, he was joined by General Montgomery, who took the command. On the last day of that year the Americans made a determined, but vain attempt to take the city. Montgomery fell before a barrage in Champlain Street.



MILITARY FEATURES OF HALIFAX, N.S.—The Royal Naval Yard was founded in 1758. It is fourteen acres in extent, and is surrounded by a high stone wall. It contains extensive storehouses, machine shops and magazines and all the usual appliances of a first-class dock yard. Wellington barracks are large enough to give accommodation to about 1,200 men. It is situated on Lottinger street a short distance north of the Citadel. Surrounding it are the Military Hospital and a number of public and military institutions.



THE CAVES, BLUE MOUNTAINS, COLLINGWOOD.—The town of Collingwood presents many attractions to summer travellers. Many tourists, who go there to take the boats to Lake Superior, or around the north shore of Georgian Bay, linger to spend a few days there. Among the natural wonders and scenic lions of the vicinity are the wonderful caves in the Blue Mountains, shown in the engraving.



COURT HOUSE, HAMILTON, ONT.—The city of Hamilton is rich in handsome substantial buildings, both business and residential, public and private. Prominent among them is the Court House—a handsome stone structure, of good architectural style and imposing appearance. It is situated in the heart of the city, and has an open space in front of it, which is supplied with benches, and forms a small breathing space in summer time. The offices and chambers of the court are convenient and commodious, and the appointments are all admirable.



CARBERRY, MANITOBA.—This town, on the Canadian Pacific Railway, is one of the bright and busy towns which, between Portage la Prairie and Brandon, succeed each other along the line of the road at close intervals. It is the chief grain market for this great wheat growing district and a town of considerable local importance. All the important places in Manitoba have grain elevators, and Carberry is well supplied in this respect. It is the coign of vantage furnished by one of these tall landmarks of a grain growing country that the above pictures were taken from.



VIEW ON ROUND STREET.

(SHOWING INDIAN PONIES AND TRAVOIS, LETHBRIDGE, ALBERTA).



MONTAGNAIS INDIANS AT POINTE BLEUE.



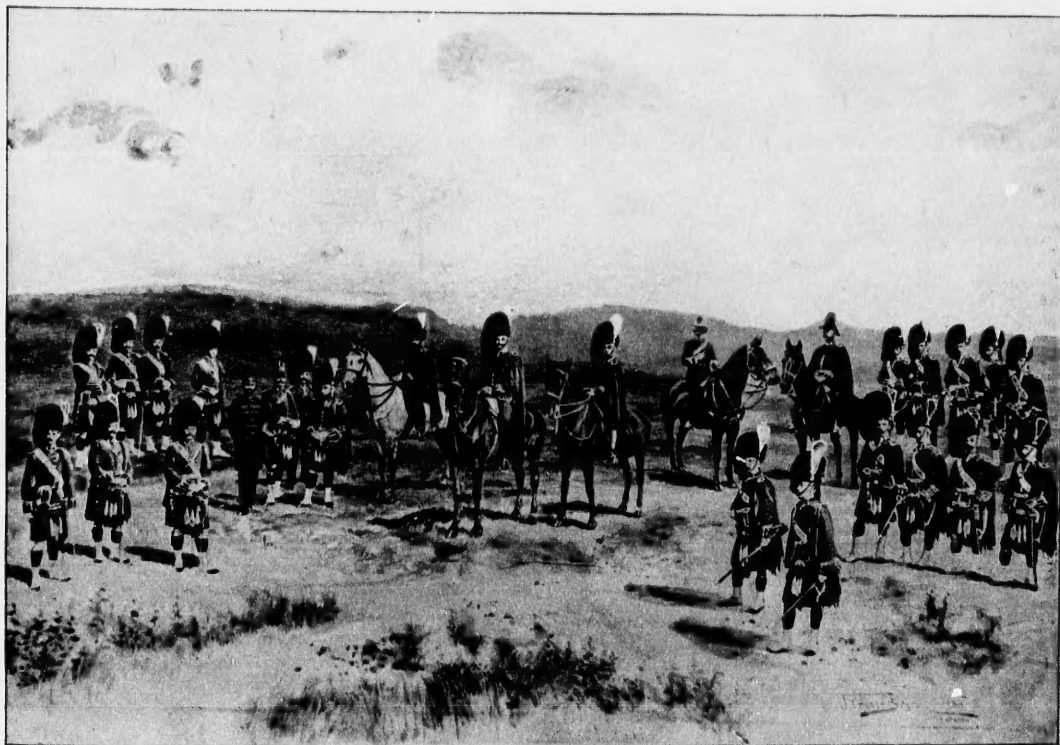
ESQUIMAULT, B.C., PANORAMA, H.M.S. "WARSPITE" IN THE DRY DOCK. Esquimalt is on Vancouver Island, three miles from Victoria city, and has the finest of all the harbors on the Island. It has long been the rendezvous of the English squadron in the North Pacific. A large drydock has lately been built there jointly by the Imperial and Canadian Governments, and extensive fortifications are also under way, to which both the Imperial and Canadian Governments are contributing. Several warships are usually present, and a pretty village is nestled about the shores. The harbor can be approached in foggy weather by means of sounding, and is landlocked by green hills.



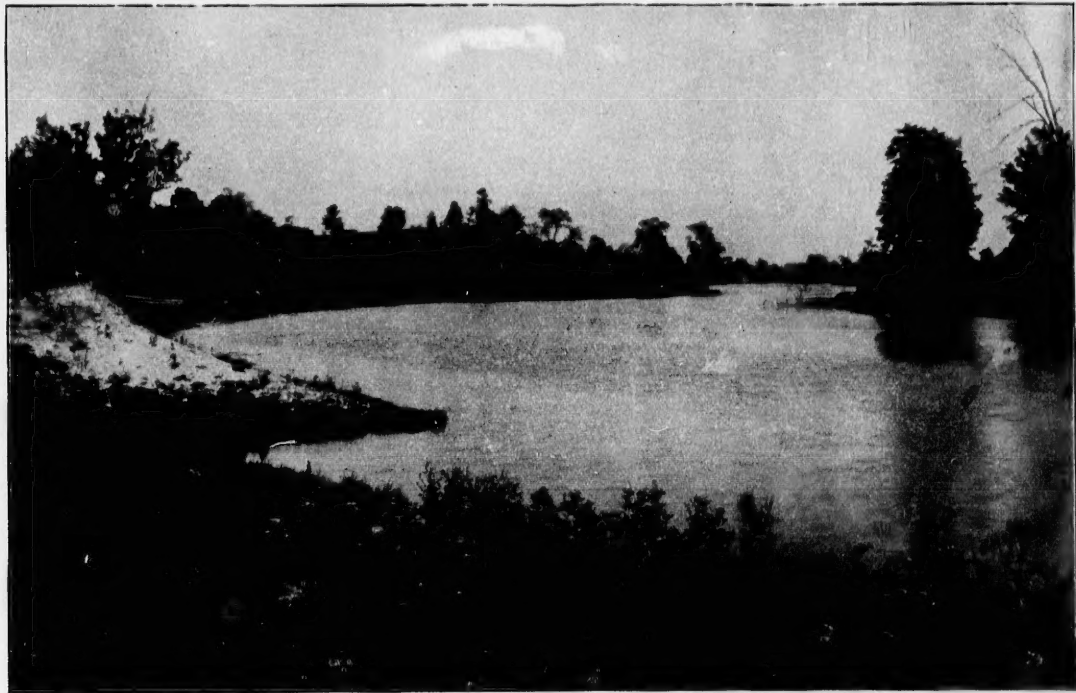
BARRACK'S SQUARE AND OFFICERS' QUARTERS, MILITARY SCHOOL, FREDERICTON, N.B. There could be no prettier location for public buildings than that given to the barracks and officers' quarters in the capital of New Brunswick. They are situated on the river side of Queen street, and on the bank of the beautiful St. John. The upper and lower ends of the street, on this side of the street, are occupied by business blocks, but along the central portion, in the officers' square, with its lawns and tennis grounds and battery of little cannon, the grey stone building of the officers' quarters are located. Alongside, and forming an official locality, are the various buildings of the Federal, Provincial and Municipal Governments.



ST. JOHN, NEW BRUNSWICK.—The largest city and commercial centre of New Brunswick is picturesquely situated at the point where the river St. John pours its waters into the Bay of Fundy. It is sixth city in the Dominion in point of population. Its harbor is the city's pride. It is deep and spacious, and is the only harbor in the North Atlantic, north of Baltimore, that is never obstructed by ice. In the world of commerce the chief export of the city is lumber. The bridge shown in the engraving is the fine new cantilever railway bridge over the river, and 125 feet above low water. It was built by the Canadian Pacific Railway and cost \$600,000.



OFFICERS, 48th HIGHLANDERS.—The 48th Highlanders are the latest addition to the militia corps in the City of Toronto. Formed only two or three years ago, it has already attained the position of one of the foremost militia organizations in Canada. It is strong in the favor of the people of Toronto, not less by its efficiency than by the dashing appearance of the Highland costume. The left figure of the two foremost mounted officers is that of Lt.Col. Davidson, beside him is Major Cosby, and on the other side, mounted upon the white horse, is Major Macdonald. The regiment is splendidly officered, and the *esprit de corps* throughout the regiment is excellent.



BELOW THE COVE, ON THE THAMES RIVER.—The scene in the above engraving is one of the many pretty bits of scenery along the banks of the Thames river, in the vicinity of the city of London, Ontario. But it has another and human interest, because it was there that the excursion steamer *Victoria*, loaded with excursionists from London, Ont., met with the disaster, on May 24, 1881, in which 183 lives were lost.

